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日廿月四年寅丙

HONGKONG, WEDNESDAY, JUNE 2nd, 1926

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號式月陸年五十國民華中

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TIME-TABLE.

WEEK DAYS

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	8.40	9.15	10.30	11.40	12.00	1.15	4.55	5.29
Yau Ma Tei	8.50	9.24	10.39	11.49	12.09	1.24	4.44	5.38
Shatin	9.00	9.34	10.49	11.59	12.19	1.34	4.54	5.48
Tai Po	9.10	9.44	10.59	12.09	12.29	1.44	5.04	5.58
Tai Po Market	9.20	9.54	11.09	12.19	12.39	1.54	5.14	6.08
Fanning	9.30	10.04	11.19	12.29	12.49	2.04	5.24	6.18
Sham Shui Po	9.40	10.14	11.29	12.39	12.59	2.14	5.34	6.28
Sham Shui Po	9.50	10.24	11.39	12.49	13.09	2.24	5.44	6.38

SUNDAYS AND PUBLIC HOLIDAYS

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Kowloon	8.40	9.15	10.30	11.40	12.00	1.15	4.55	5.29
Yau Ma Tei	8.50	9.24	10.39	11.49	12.09	1.24	4.44	5.38
Shatin	9.00	9.34	10.49	11.59	12.19	1.34	4.54	5.48
Tai Po	9.10	9.44	10.59	12.09	12.29	1.44	5.04	5.58
Tai Po Market	9.20	9.54	11.09	12.19	12.39	1.54	5.14	6.08
Fanning	9.30	10.04	11.19	12.29	12.49	2.04	5.24	6.18
Sham Shui Po	9.40	10.14	11.29	12.39	12.59	2.14	5.34	6.28
Sham Shui Po	9.50	10.24	11.39	12.49	13.09	2.24	5.44	6.38

SHA TAU KOK BRANCH.

Station	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.	Dep.	Arr.
Fanning	7.45	11.30	2.20	6.25	7.45	11.30	2.20	6.25
Sham Shui Po	8.40	12.25	3.15	7.20	8.40	12.25	3.15	7.20

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CURE OF
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CURE OF

Our London Letter.

THE CHARLESTON BANNED.

"UGLY AND ROUGH."

DEVELOPMENT OF CIVIL AVIATION.

[FROM OUR OWN CORRESPONDENT.]

LONDON, May 1st.
It is significant that the Charleston has been banned at the Piccadilly Hotel, not on grounds of morality, regarding which some people have denounced it, but because it is ugly and rough and a trial to the temper. The Piccadilly management say they are not going in future to have their patrons kicked and buffeted and crushed when in search of a quiet dinner and dance. The Charleston has been objected to because it is indecent, but of course it is no more indecent than the "stunt" fox-trotting and one-stepping that was formerly so fashionable. It has been attacked for being ungraceful which is perfectly true. But it has more serious defects, because it is dangerous, as anyone may see in a London ballroom, where couples wobble to your side, deliver a hard kick, stamp on your toe, and wobble away again, in a spirit of abandon.

CIVIL AVIATION.

The rapid extension of civil aviation over the Continent of Europe is one of the most remarkable developments of the times. Yet one hears very little about it. I heard some facts the other day which indicate what is taking place. For instance, leaving out of account the services to Paris, Brussels, and other countries, it is now possible to fly from London to Moscow in two days, and to Turkey in little more than a day, while on June 1st, a direct London-Marseilles service will be launched, which will enable travellers between these two important places to make the journey in eight hours.

Moreover, it is now almost certain that in December next the Empire air route for the organisation of which we have to thank Mr. Alan Cobham, will be put into operation. It is the intention to begin with a fortnightly service from Cairo, via Baghdad and the Persian Gulf, to Karachi, thus enabling travellers to fly from England to India in eight days. Eventually this Empire route will be carried from Karachi to Calcutta, then on to Rangoon, and from thence to Australia.

THE HOUSTON MILLIONS.

A cynic would find a good deal of material to gratify his humour in the comments appearing in the Press on Sir Robert Houston's will. The former shipping magnate left estate commonly reported to be of the value of nearly £7,000,000. Sir Robert made it out of shipping during the war when freights were high, and after the war by selling ships when there was a tremendous demand for tonnage. Then he got married, and a couple of years ago removed to Jersey, where he domiciled himself in order, as it is now said, to escape paying super tax on his colossal income, and also death duties.

This obvious intention to bilk the Exchequer of the country in which he amassed his fortune is the subject of caustic comments; and there was a question in the House of Commons the other night on the subject. In reply Mr. Churchill, the Chancellor of the Exchequer, assured an interested audience that the Inland Revenue authorities have not lost sight of the matter. That goes without saying, for if this rich man's estate paid what is due, assuming he had the millions he is credited with, it would represent something like a penny off the income tax.

The outcome of all the publicity which has been aroused concerning the Houston case will no doubt be some legislative (Continued on next Column).

BRITISH BOXER INDEMNITY.

REPORTED ALLOCATION DECISION.

ONE-THIRD TO CONSERVANCY WORK.

It is reliably reported from Tientsin, writes Mr. Rodney Gilbert to the N.C. Daily News, that the British Boxer Indemnity Commission proposes to allot the remitted funds as follows:—

One-third to conservancy work, particularly with reference to the Chihli and Huai Rivers; the remaining two-thirds are to be divided into three equal parts as follows:—

1. Agricultural Education, featuring the scheme for rural co-operative credits;
2. Medical Education, featuring public health and sanitary work;
3. The education of Chinese in England with exchange professors.

The last provision is not locally understood, says the Shanghai paper, but others receive unqualified endorsement from all shades of public opinion.

action to defeat other tax dodgers. Many of them have been living in the Channel Islands for years, and some of them have the cool assurance to boast openly that they have escaped the burdens of home and work-a-day Britons' are shouldering. This is bad enough, but what galls the average man in regard to Sir Robert Houston's money is that he deliberately tried to prevent his country from deriving any benefit after his death. His dead hand clings to it. This is all the more remarkable seeing that he was childless. If his fortune is as great as is reputed it could have borne the utmost "exactions" of the State and still left far more than would satisfy every bequest which he has made and an enormous residuary estate for his widow.

HUMOURS OF PARLIAMENT.

There is a considerable amount of amusement at Westminster over a sporting contest between Mr. Macquisten, K.C., the Conservative member for Argyllshire, and Rev. James Barry, the Socialist member for Motherwell. A Bill is now before the Scottish Grand Committee which bears the title, Burning of Heather Bill. No Englishman, of course, knows exactly what it is all about, but it appears that in the Committee Room Mr. Macquisten threw doubts upon the knowledge of town-dwelling Scots, and even declared that it was impudent of them to attempt to interfere in agricultural matters.

This remark seems to have touched up the Rev. James Barry—or, as one might say, set the heather on fire. Mr. Barry challenged Mr. Macquisten to a test as to which of them is the more efficient as a farm worker. Mr. Macquisten accepted the challenge, and it has been arranged that in the Summer the two M.P.'s are to spend a day in the fields mowing hay with the scythe, the winner being the man whose output is greatest at the end of the day's work.

MONEYLENDERS TO BE REGISTERED.

The Moneylenders Bill, introduced by Major Glyn, has had a very smooth passage in the House of Commons. Members were so favourable that an amendment for its rejection was withdrawn, and the measure was read a second time without the formality of a division. The Government will give facilities for the Bill to be placed on the Statute-book this session. The main purpose is to ensure that all moneylenders must be registered and obtain a licence. It is aimed chiefly at sharks and bloodsuckers, and especially at women moneylenders in the working-class districts of the big towns, who charge monstrous rates of interest for small loans.—H.B.

MR. G. H. STITT'S RETIREMENT.

OLDEST MEMBER OF WAYFOONG'S FOREIGN STAFF.

PASSENGER ON THE "ANTENOR."

Mr. G. H. Stitt, until a few days ago the Manager of the Hongkong & Shanghai Bank in Shanghai, arrived in Hongkong yesterday by the Blue Funnel s.s. "Antenor." Mr. Stitt, as has already been announced, is retiring from the service of the Bank and is on his way home. He intends to reside in Berkshire.

For the past two years Mr. Stitt has been the senior member of the foreign staff of the Hongkong & Shanghai Bank. It is 41 years since he joined the service, by far the greater part of which has been spent in the Far East.

THE BANK'S IRISHMEN.

In an appreciative reference to his work, the N.C. Daily News says:

The Hongkong & Shanghai Bank has been fortunate in the Irishmen who have entered its service. Sir Thomas Jackson, of course, leads that wonderful group of far-seeing bankers and financiers, and Mr. Stitt will occupy a foremost part in it. He was born near Dundalk, and 20 years later, in 1885, entered the service of the Hongkong & Shanghai Bank in London. For four years he was in the London office, and was then sent to Hongkong where he remained until 1891. Then there was service in Japan until 1896, when he was transferred to the Straits, where he remained until 1900. From there he again returned to Japan, first to Yokohama, and for seven years he was in charge of the bank's office in Kobe. In 1901 he went to Shanghai to succeed the late Mr. A. C. Stephen, who then went to Hongkong as Chief Manager.

It is easy to understand how trying the years from 1914 onwards were to an exchange banker. When war broke out in 1914 there could be nothing but uncertainty as to the course of events in the monetary world, and then when Mr. Stitt took charge in Shanghai the spectacular drop of the tael began. It played havoc with many people, and was undoubtedly a difficult position for all, but Mr. Stitt's work during the period that ensued showed him as a banker of the first order. He had always the sang froid in face of such troubles which is essential to success.

A KEEN RACING MAN.

Mr. Stitt, as a typical Irishman, could not have proceeded on such a career as his without combining in it a vast interest in the Turf. Those who were with him in Penang have a strong recollection of his work in racing there, while coming nearer to Home he did an equal share of racing in Japan before he was in Shanghai. A mare of his was Del Monte, which after he had sold her won the Emperor's Cup. Then in Shanghai he and Mr. Stephen had a joint stable for three years, and several important races were won by this partnership. In 1923 Cock o' the North was favourite for the Champions here, but got only third place, although it won the Governor's Cup in Hongkong. Perhaps, however, a more important part of Mr. Stitt's contribution to racing in the Far East is the fact of the time he has acted as Steward of different clubs, these including Penang, Yokohama and Singapore, while for three years he was chairman of the Shanghai Race Club.

PUBLIC SERVICES.

In Shanghai we have also to think of Mr. Stitt's services to the community in other aspects. He has served on many committees, was chairman of the General Chamber of Commerce in 1922, and a year ago President of St. Patrick's Society, besides having to preside at innumerable meetings and functions at which his bonhomie and diplomacy were very greatly welcomed.

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LOCAL NEWS
The Paper to read Time



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"DOLCE MIA"
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Scottish Letter

SCOTS AT WESTMINSTER.

MR. M'QUISTEN CHALLENGED TO
DO A DAY'S MOWING.

MR. KIRKWOOD'S LATIN.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, April 25th.

Westminster is often brightened by bouts between Mr. M'Quisten, K.C., the Unionist member for Argyll, and the Socialists from North of the Tweed. The other day there was a passage between him and the Rev. James Barr, the member for Motherwell. Mr. M'Quisten was chaffing the town-dwelling Labourists on their lack of knowledge on agricultural questions, when Mr. Barr jumped up and challenged him to a day's mowing with the scythe. The challenge was at once accepted, and the contest is expected to take place when the hay crop is ready for cutting. The clerical M.P., who is a farmer's son, is being backed by his colleagues, who say that his legal opponent knows more about a lawn-mower than a scythe.

On another occasion Mr. Kirkwood was successful in pulling off a little joke without being called to order by the Chair. He had been condemning the system of land ownership in Scotland, and in replying, Mr. M'Quisten quoted a Latin tag. Up jumped Mr. Kirkwood and claimed the right to respond in Latin, and for five minutes kept up an impassioned flow of gibberish. As few of the members know any more of the classic language than Mr. Kirkwood, some of them gaped in amazement at the hon. member's fluency. Mr. Kirkwood was stumped, however, when the official reporters asked him to write out his speech.

A SCOTS PILL IN THE
PHILIPPINES.

There is an interesting golf course in the Philippines which lies in the shadow of a live volcano. The volcano is the Mayon (pronounced Myown), on the island of Luzon, and is a symmetrical crater, rising from paddy fields to the magnificent height of 9,000 ft. Bundles of cotton-white clouds carried by the high winds pile up on Mayon's side or wind softly about the crater like folds of chiffon. Up the steep sides for a short distance grows the green cogon grass; a few ragged tufts of coconut palms are thrown out against the aquamarine sky. At the top the crater is cut sharply level, and its diameter from rim to rim is a quarter of a mile. In the shadow of this brooding figure, with its thin tongue of whitish vapour licking the sky, lies our seven-hole golf links.

None of us in this isolated spot, says a writer in the *New York Times*, had known much about golf. Few had ever held a club. But we went to Manila, 400 miles away, for clubs and bags. It was the doctor of the community that got the golf links inspiration—"a Scotch pill," he called it. An army post once flourished on this picturesque shore, and the old parade grounds were still intact. Tread of drilling feet had packed it solid, and now only a matted coarse grass grows upon it. It is close to majestic Mayon's southern base, and has a green fringe of the largest and finest of coconuts. The quarters, low, with spacious screened porches, are cooled by these great palms, and the wind sings through the ragged fronds. It was an ideal location. Every one lent his "boys," and even worked himself—an unheard-of thing in the tropics—to clear it for a course. At first we had no bunkers, but these were acquired gradually. The main thing was to commence playing, and this we did. An old Spanish highway passed through the centre of the course, and this and the spreading, acacia-like "rain" trees that bordered it were our only hazards—except the leper detention cabins at one end, where there are usually about twenty patients waiting for the "leper boat" to take them to Cullon, the leper island colony. This, then, is our links, something like a quarter of a mile wide by one long. The more enthusiastic players drive off at all hours of the day, despite the bleaching tropical sun. Our caddies—as many as we can use—cost us but ten centavos (five cents) for the seven holes.

OUTLOOK FOR TRADE IN CHINA.

SHANGHAI CORRESPONDENT'S
VIEWS IN HOME PAPER.

THE GROWTH OF INDUSTRIALISM.

Under the heading of "Prospects of Trade with China," a Shanghai correspondent writes to *British Industries* as follows:—

Present conditions and the changes that are taking place in China will need to be carefully studied by British manufacturers and merchants if advantage is to be taken of the opportunities for trade that will ultimately arise. It is not suggested that the present civil wars and disturbances will cease in the near future, but the end will come some day. The question then is: shall we be ready to help in the rehabilitation of China when the right moment arrives?

China is not a democratic country. For centuries she had been governed by autocrats, mostly, according to Chinese lore, men of high birth and lineage. Suddenly, without any warning or preparation, and at the instigation of a few hot heads who had received a superficial Western education and were practically ignorant of the history and traditions of their own country, China was plunged into a revolution, from which emerged a so-called republic. Not only Chinese merchants, but men who have tried to help their country by accepting posts in the Government, and have resigned in despair, have stated to me that China requires an emperor, and is no good as a Republic. Therefore, until a strong man shows himself who will command the respect of the country, we must expect civil wars and disturbances.

GROWTH OF NATIONALIST
FEELING.

Then there is the anti-foreign feeling among certain classes of Chinese which has manifested itself during the past year. This is not so much feeling against foreigners as the growth of a nationalist feeling. During the past 20 years numbers of young men have been educated abroad. They have come back expecting to find China on the same level as the most progressive of Western countries. When they find this is not so, they feel that China's position is due to the machinations of the Western Powers, who they think, wish to keep China in subjection. They know nothing of the reasons for the various treaties which were entered into by China with the world Powers, and they demand the cancellation of what they consider the "unequal treaties." Hence the anti-foreign feeling amongst them.

A factor of importance to British manufacturers and merchants is the growth of industrialism, and the fact that this is going on in spite of internal disturbances. A significant feature is that Chinese capital is now coming forward to establish industries, transportation facilities, and public utility undertakings. Another noteworthy fact is that technicians are now nearly always Chinese, mostly educated and trained abroad. Up to recent times it was difficult to get Chinese students to do more than take a theoretical course in technique, but now an increasing number go in for a thorough practical course of instruction.

CHINESE STUDENTS IN BRITISH
WORKS.

This, of course, raises the question whether we are to give these young men opportunities for training in British works and factories. When the students only wanted to get a superficial and theoretical training this was not desirable, but in my opinion British manufacturers will be well advised to accept Chinese students for a course of training in their works. Otherwise we shall get hordes of Chinese engineers who have been trained in American and German work, and who will, therefore, become prejudiced in favour of American and German machinery and products.

The rapidly changing conditions in China also demand that British manufacturers should keep in direct contact with Chinese buyers. The day has gone past when we could depend entirely upon intermediaries for our business. Especially in technical work, the Chinese prefer to discuss matters direct with manufacturers.

OUR ATTITUDE TOWARDS
CHINESE.

Lastly, but most important, is our general attitude towards the Chinese. We must recognize that the average Chinese merchant is a gentleman, and he greatly appreciates courtesy. With all our world clamouring for China's trade, the essentials of success in commerce in China to-day are, straight dealing, consideration, courtesy, and the ability to understand the Chinese mentality in any questions that may arise. We must also bear in mind that the Chinese business community is suffering just as much from the present disturbances as the foreign business community.

It is also essential that we give service, and we must never forget that we have keen competition to face, and that we are dealing with a very rapidly changing China. The men sent out here must be receptive and ready to face the daily varying problems that come up for prompt decision.

In spite of the numerous "wars" that have been and are being carried on, important developments are taking place. Factories are springing up by dozens in all the Treaty Ports, and in these ports building is going on at a rate which astonishes even those who are living here. The value of land is increasing all the time, and now stands at a level which is comparable to London or New York. China is undoubtedly a market which is capable of the greatest development during the next 20 or 30 years, and we must prepare to take every advantage of this development.

HOLDING RUBBER SHARES.

SPECULATORS ELIMINATED FROM
THE MARKET.

The comparatively small effect of the fall in rubber to below 2s. per lb. last month indicates plainly, says the *London Observer*, how thorough the elimination of the speculative element in the share market has been. The majority of the present holders of rubber shares regard them as investments from which, in the course of the next few years, they anticipate receiving a fair and reasonable income. Large dividends are being declared as the result of last year's operations. They may not all be maintained, as there is little doubt that the average price of rubber for the current year will be substantially below the average of 1925. At the same time, it must not be overlooked that every company will have a much larger output on which to base its earnings.

The position was well indicated by Mr. R. Arnold, the chairman of the Pinmore Rubber Company, at the annual meeting. "The year 1926," he said, "is a very crucial year, because it is the first time since 1923 that the world is going to be asked to take approximately a full output from the plantations. Once over 1926, I firmly look for the world's consumption to have caught up all that everybody can possibly produce."

The same suggestion is made in the circular issued by a prominent firm of Stock Exchange dealers. "For the long view," they state, "it is universally agreed that rubber is in for a prosperous time. For the immediate future the outlook is obscure. The result is hesitation on the part of buyers except for those who have the courage of their convictions and are prepared to hold their shares for a year or two. Meanwhile many shares are available at present prices to yield from 12½ to 15 per cent. on a profit of 1s. per lb. for rubber, which discounts a price of 2s. or less. The average so far this year to the end of March has been 2s. 8½d."

This firm gives the following list of companies showing the earnings per cent. on a profit of 1s. per lb. and the approximate yield at the present price of the shares. Of course, it must be remembered that all earnings may not be distributed:—

Share.	Earnings % on standard at 1s. per lb.	Approx. Yield.
Bantardawa	20	33/3
Chulsa	32	42/0
Kasintoe	37	50/0
Mambau	35	48/0
Patani Para (2s.)	35	4/10 1/2
Sagga	40	65/0
Sekong	18	23/3
Serom (2s.)	23	3/3
South Malay (2s.)	18	2/9
Sumatra Prop.	25	34/0
Way Halim (2s.)	38	5/0

One factor which has been making itself felt in the operations in the commodity has been the agreement understood to exist between the leading producing groups not to sell below a certain level, said to be 2s. 6d. per lb. No details are available regarding this agreement, but there is little doubt that it has assisted in maintaining prices in the face of the holding-off policy adopted by American buyers. The aim of the responsible firms in the London section of the industry is to bring about something resembling stability in the price of rubber at around 2s. per lb.



What is a
mother to do?

What is a mother to do when she is worried out of her life because her baby will not get on? Best to do what this doctor did—give him Glaxo.

"My boy aged twelve months is in every way up to the standard of an entirely breast-fed baby. He is full of vitality and good temper, and has firm flesh and a well-knit figure. I cannot speak too highly of your food from personal experience."

(Signed) Mrs. E. D. M.B.

B.S., M.R.C.S., L.R.C.P. (Ref. D.A. 9)

Give your baby Glaxo—the food doctors give to their own babies. The food that builds firm flesh, plenty of bone and real good health.



"Builds Bonnie Babies"

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THE OCEAN ACCIDENT AND GUARANTEE CORPORATION, LIMITED.

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No. 1 for Kidney & Bladder. No. 2 for Blood & Skin Diseases. No. 3 for Chronic Weakness, and all cases of general debility, from whatever cause. Dr. L. A. Gilman, M.D., 114 West 40th St., New York City, U.S.A.

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Best Portland Cement.

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Leeds, Penistone and London.

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FOR SHIP'S BOTTOMS.

ANCHOR BRAND PURE MANILA ROPE.

"THE CORDAGE YOU CAN TRUST."

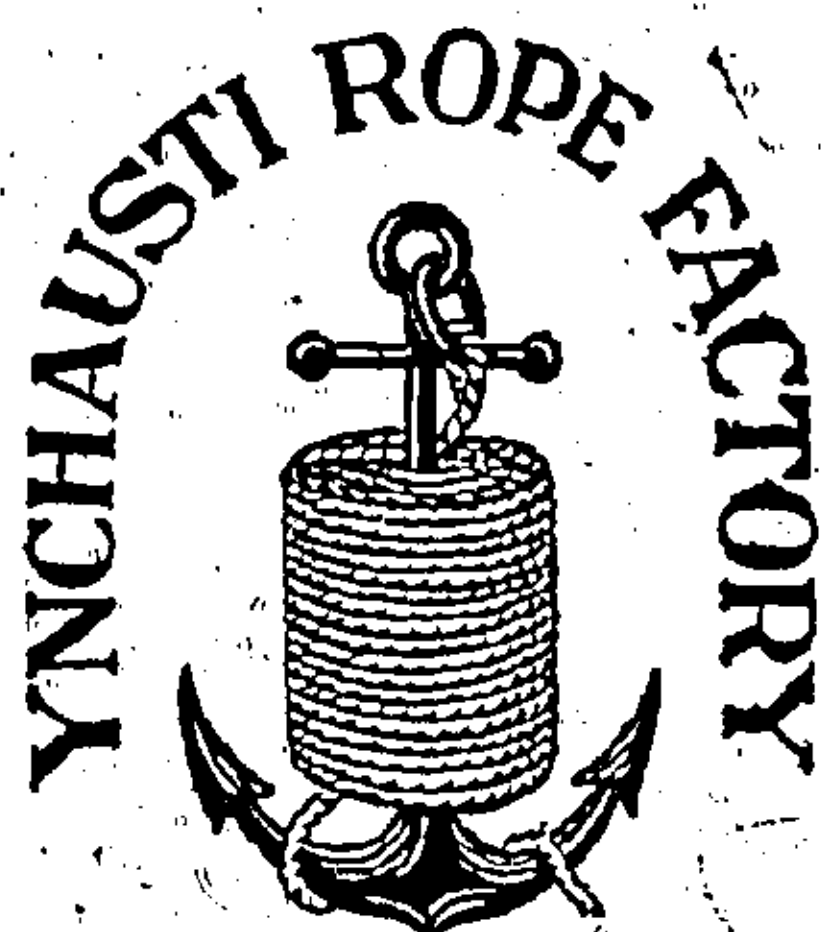
MARINE ROPE

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ESTABLISHED 1854



ROPE OF ALL SIZES FOR ALL PURPOSES

MADE FROM PURE MANILA HEMP

MANUFACTURED BY THE MOST MODERN MACHINERY.

STOCKS ON HAND OF ALL SIZES ENQUIRIES SOLICITED

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HONGKONG OFFICE:—TELEPHONE CENTRAL 3185.

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PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

410

Just call for a glass of Horlick's

There's nothing like Horlick's to back you up when fatigued with work or run down. Horlick's is made from body-building and energy creating wheat, milk and malted barley in a most assimilable form.

HORLICK'S THE ORIGINAL Malted Milk

4 in sizes of all Cans and Bottles

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

LIMITED.

TOKYO JAPAN

SOLE AGENTS

DAI NIPPON BREWERY CO. MITSUI BUSSAN KAISHA LTD.

HONGKONG

32

CHINESE GOVERNMENT RAIL LOSSES.

\$7,200,000 MONTHLY.

EXCLUDING COST OF THE WHOLE-SALE DESTRUCTION.

PEKING, May 18th.

The monthly loss in revenue of the four Government Railways, namely, the Kin-han, the Kin-feng, the Tsingpu and Kinsui, during the recent war as a result of the commandeering of cars and the cessation of passenger and freight trains, was \$7,200,000, according to a railway authority, and this does not include the loss arising from the destruction of railway bridges and rails caused by the rival armies.

Ordinarily the annual earnings of the four Government railways amount to \$80,000,000 a year. That is to say, if there is no civil war, an income of \$7,200,000 a month guaranteed to the Government, but as a result of the recent hostilities traffic was practically at a complete standstill on all the four Government lines, and whatever money was made from the desultory resumption of train service was detained by the military authorities.

Although the campaign against the Kuomintang has been concluded in this part of the country, many of the cars are still held up by the military, and it will take some time for the four lines to resume normal traffic. The Peking-Mukden Railway has shown considerable improvement since the Mukden authorities assumed complete control of the line. The through train service between Peking and Mukden has been restored, although trains are still running behind schedule. This, however, will be remedied as time goes.

With regard to the Peking-Hankow Railway, through traffic was resumed about three weeks ago, but owing to the lack of sufficient rolling stock passenger trains still take four days to reach Hankow or vice versa.

The famous blue cars of the Tientsin-Pukow Railway have practically disappeared, and it is impossible to find out how many of them are still in the possession of the railway. When through train service was in operation between Peking and Shanghai, it took a traveller less than forty hours to reach Peking from Shanghai or vice versa, but now it requires at least seven days to complete the whole journey between Tientsin and Pukow. The whole line is divided into three sections. That between Pukow and Hsuechow is under the control of General Sun Chuan-fang, while the section between Hsuechow and Tientsin is held by General Chang Tsung-chang. From Tientsin to Tientsin the railway is under the joint control of the Shantung Tapan and General Li Ching Lin. Indeed, a traveller has to change trains at least three times if he wants to go south by the Tsin-Pu Railway.

Concerning the Peking-Shiyan Railway, traffic is still at a standstill owing to the continuation of the allied campaign against the Kuomintang, and it is difficult to prophesy when train service can be restored. Of course, all depends upon when the campaign will be concluded.

Aside from the losses of the railways, those suffered by the merchants and other classes as a result of the tie-up of the communications system are estimated at more than tenfold the direct monthly loss of the railways so that the combined losses amount to at least \$800,000,000. These losses will multiply so long as the military lasts.—Kuo Wen.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

	Ruey, May 31st.
New York	4.86 7/16
Geneva	25.11
Milan	127 1/2
Stockholm	18.17
Oslo	22.34
Helsingfors	19.3
Lisbon	217/32
Buenos Aires	44.15/16
Shanghai	2/11
Yokohama	17/11/32
Paris	15.02
Brussels	15.6
Amsterdam	12.104
Berlin	20.43
Copenhagen	18.50
Prague	64 1/2
Madrid	32.10
Rio	7.17/32
Bombay	1/5.31/32
Hongkong	9/23
Silver (spot & forward)	30.1/16

State action involving control, protective duties, subsidies, doles, and such pernicious Socialist nostrums, paralyse those qualities of individual self-help and initiative which are the mainspring of successful effort and the secret of Britain's past success.—Mr. George Lambert.

IN WILDEST BURMA.

FIGHTING SLAVERY.

BLOW TO HUMAN SACRIFICES.

ALLAHABAD, April 26th.

Mr. J. T. O. Barnard and Captain Fraser have just arrived in India after months spent in the wilds of Burma on a mission for the purpose of abolishing the slave trade among the Kachins, and of including the Nagas to give up their centuries old custom of human sacrifice.

The Special Correspondent of the Pioneer, who interviewed Mr. Barnard, gives an account of the remarkable experience of the mission, which required five hundred mules for their equipment. The party proceeded by rail to Magaung, and thence by road to Kamaing. Here the road ended, and for nine days the party proceeded through the most difficult country to Mainingkwan, a big Shan settlement, where their headquarters were made. Here the modern slave emancipators erected Wilberforce Lodge, a light structure of bamboo and grass, which was nearly blown down in a subsequent storm. The Kachins are situated in the Hukawng Valley, in the basin of the Tan River.

Here, in this land of continual blood feuds, which constitute another problem, Mr. Barnard essayed the task of freeing half of the population, this being the portion of those in bondage. Over the lives and death. The sole protection of the unfortunate wretches was public opinion, which was naturally on the side of the masters of children who, when they arrived, were slaves of the household. There was no avenue by which they might obtain freedom. The average price for a comely female slave was about Rs. 200, and the traffic was general.

From December 9th until March 31st the mission's work, conducted from Wilberforce Lodge, went on, and at the conclusion of it every slave was presented with a release certificate. The tribesmen were told that, unless lists were prepared and every assistance given, those demurring would lose compensation. The parties kept in touch with headquarters, sometimes thirty-eight miles distant, with helio, which was a source of never-ending amazement to the Kachins, and the helio telephone was also much used, and was beyond their comprehension. Captain Fraser's gramophone was the crowning exhibition of the magic of the white man; but eventually the Kachins became regular attendants at nightly concerts.

"DOING THEIR OWN WORK."

The Kachins were generally glad to receive compensation, and for the time being seemed satisfied with the arrangement; but those looking ahead complain bitterly that they will have to undertake some of their own work. The real effects of the emancipation will not be felt for about two years, until the compensation money has been expended. The slaves themselves received the news of their impending freedom with great joy. Three thousand four hundred and forty-five slaves were released, and the compensation amounts to nearly Rs. 200,000, which is much below the original estimate of the cost, owing to the number of the slaves being exaggerated.

The mission accomplished its task without bloodshed, but a careful watch had to be kept over more than one village, as there was a certain amount of feeling between freed men and their former masters. Two bewildered Kachin chiefs accompanied Mr. Barnard to Calcutta, where he is showing them the sights.

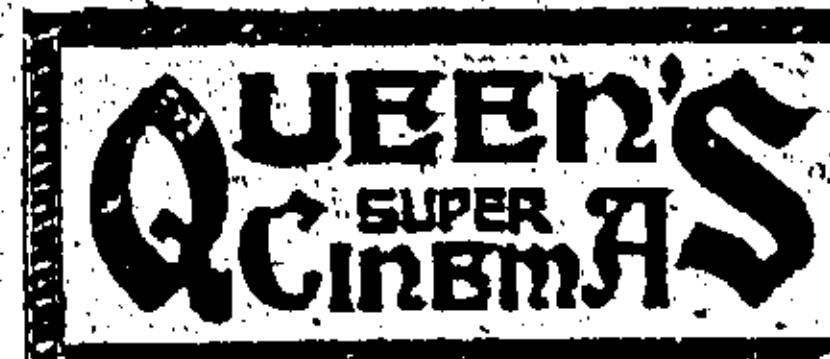
The work among the Kachins accomplished, Mr. Barnard and Capt. Fraser, accompanied by twelve rifles, set out for Ledo, in Assam, on the Debra Sadiya Railway. The approach to this town of roughly 150 miles led through the country of the Nagas, who are in both Burma and Assam. Mr. Barnard was concerned only with those in the South Patkai range, a population of about 25,000. The so-called road through their country was impassable even for mules, and everything was carried by porters.

Mr. Barnard found evidences on every hand of human sacrifices to spirits, notwithstanding Sir Harcourt Butler's exhortation last year that the practice must cease. "The custom was to purchase a slave and keep him or her in a kind of stocks for perhaps two months, during which the slave was fed and watered like an animal. Eventually came the day devoted to dancing, following which the slave, with face disfigured, was dragged to the slaughter, being beheaded with a sword, usually on the steps of the front verandah.

DIFFICULT PROBLEM.

The main problem before the Government is to stop the supply of victims. These come from the unadministered territory to the South, peopled by a particularly warlike class of Nagas, who sell captives into slavery for sacrificial purposes. It is certain that any attempt to survey this country between Assam on the north, the Kohima Hills on the west, and Upper Chin on the south would be met with the strongest opposition. Mr. Barnard was inclined to think that presents might solve the difficulty, and he remarked: "As was the case with the Kachin, it is largely a matter of paying one's way." He found that the tribal custom of exchanging presents helped him considerably. He entertained the villagers with Capt. Fraser's gramophone, and was particularly careful to see that those selling chickens and eggs received due payment; and in the end thirty-four villages expressed their readiness to abandon human sacrifice.

An ingenious suggestion made by the Nagas was that there should be one grand sacrifice which would propitiate spirits for all time, the Government to provide the victims. Mr. Barnard is confident that a way will be found to eradicate the evil.



TO-DAY ONLY

At 2.30, 5 sharp, 7.15 and 9.30 p.m.

THE COLOSSAL PRESENTATION "QUO VADIS"

WITH

EMIL JANNINGS

AS

NERO.

THE STAR

TO-DAY At 5.30 & 9.15

ANITA STEWART

"A QUESTION OF HONOUR"

THE WORLD

TO-DAY At 5.15 & 9.15

MAE MURRAY

"BROADWAY ROSE"

THEATRE ROYAL.

DANCING DISPLAY

By THE PUPILS OF MISS VIOLET CAPELL.

Under the distinguished patronage of His Excellency The Governor
SIR GEORGE CLEMENTI, K.C.M.G.

SATURDAY, 5th JUNE at 9.30 p.m., and MATINEE on
WEDNESDAY, 9th JUNE, at 5.15 p.m.

Part of the Proceeds to be given to the LONDON HOSPITAL.

Advance Tickets may be exchanged for Booking Tickets and Seats booked at
ANDERSON'S.

Dress Circle \$3, Stalls \$3, Pit Stalls and Pit \$2 and \$1.
Children, Soldiers and Sailors—Half Price.

[3597]

A SHARE TRANSFER ARGUMENT.

TWO MILLS CERTIFICATES CLAIMED BY TWO PEOPLE.

LAWYERS AND THEIR COSTS.

In H. M. Supreme Court, Shanghai, on May 27th, before Judge Grain, Mr. E. N. Monie brought an action against the Ewo Cotton Mills, Ltd., for a declaration that he is entitled to have the transfer to him by Lau Yik Cheuk of 500 shares in the defendant company; an order that the defendants forthwith register the transfer; and an order that the share register of the company be forthwith rectified by the insertion of plaintiff's name in place of that of Lau Yik Cheuk as holder of the shares. Mr. H. Lipson Ward appeared for the plaintiff and Mr. G. H. Wright for defendants.

Mr. Ward said that on August 17th, 1925, a certificate with a duly executed transfer was sent to the defendants, with a request to register the transfer. Defendants replied that they had heard from the registered owner that the certificate had been lost or mislaid and they had been instructed that no transfer should be effected. Plaintiff waited until quite recently to see if anything would be done, but nothing happened and so he was compelled to bring an action.

Mr. Wright said that Messrs. Wilkinson & Grist, Lau Yik Cheuk's solicitors in Hongkong, had been communicated with and a day or two ago Messrs. White, Cooper & Co., received a message from that firm, stating that they had been instructed to intervene, but no active steps as yet had been taken. He (Mr. Wright) would endeavour to have Lau made a party to the action, probably as defendant in place of the Ewo Cotton Mills.

Mr. M. E. Brown (who was in Court in connection with another matter) said he had not received instructions to appear, but he could explain. His firm were instructed by cable from Hongkong of Lau's interest in the case and they had sent a request for further particulars. Lau must be a party in some way, but until they received further particulars they did not know what to do. Therefore he suggested an adjournment.

Mr. Wright made formal application for an adjournment.

Some legal argument followed as to the rule under which the case could be adjourned, in the course of which Mr. Brown said he might eventually have to contend that the proper course for the company would have been to inform the registered holder that he should take action claiming an injunction, otherwise they would transfer the shares. His idea at the moment was to safeguard the costs in the present case. He added, "It never does for Counsel to forget costs."

The hearing was adjourned, to a date to be agreed upon within the next fortnight.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

	June 1st, 1926.
Hongkong Bank	\$1,100 buy, 1,100/1,105 ss.
Do. London	2125 nom.
Chartered Bank	2204 nom.
Mercantile Bank, A. & B.	226 nom.
Do. G.	213 nom.
P. & O. Bank	224 nom.
East Asia Bank	233 nom.
Canton Insurance	\$610 buy.
China Underwriters	\$150 nom.
North China Insurance	Tls. 145 nom.
Union Insurance	\$284 buy, 288 1/2 ss.
Langkat Insurance	\$314 buy.
China Fire Insurance	\$180 buy.
Hongkong Fire Insurance	\$270 buy.
Donghai	\$22 nom.
H.K. & M. Steamships	\$244 buy.
Hongkong Tugs	\$23 sel.
Indo-Chinese (Ind.)	\$20 nom.
Do. (Del.)	\$46 nom.
Shell Transport	\$90 buy.
Star Ferries	\$32 buy.
Waterboats	\$15 nom.
China Steamships	\$22 buy.
Malayan Sugar	\$25 nom.
Benguet	\$11 buy.
Kailan Mining (old)	\$14 buy.
Langkat (combined)	Tls. 24 sel.
Do. (single)	Tls. 12 buy.
Shanghai Explorations	Tls. 24 nom.
Shanghai Loan	Tls. 7 nom.
Haile	\$30 nom.
Tonghai Mines	\$5/6 nom.
United Ceylon	\$9/6 nom.
H.K. & K. Wharves	\$22 sel.
H.K. & W. Dockers	\$55 nom.
Hongkong	Tls. 179 buy.
New Engineering	Tls. 5.50 nom.
Shanghai Dock	Tls. 104 buy.
H.K. & S. Hotels	\$10.40 buy, 10.35/104 ss.
Hongkong Lands	\$22 buy.
Hongkong Realty (cp.)	\$54 buy & ss.
H.K. Turf (cp.)	\$5 nom.
Humphreys Estates	\$14 nom.
Prince's Buildings	\$35 nom.
Bural Lands	\$7 nom.
Ewo Cottons	Tls. 94 buy.
Oriental	Tls. 3 nom.
Shanghai Cottons (old)	Tls. 23 buy.
Do. (new)	Tls. 28 buy.
Amusements	\$114 nom.
Canton Ice	\$7 nom.
Cement (combined)	\$14 sel.
Do. (old)	\$13 nom.
Do. (new)	\$3 nom.
China Buses	Tls. 10.50 ss.
China Lights (combined)	\$18 nom.
Do. (old)	\$14 buy & ss.
Do. (new)	\$14 buy.
China Providents	\$5.6 buy.
Constructions	\$22 buy.
Dairy Farms	\$18 sel.
Do. & Wing (cp.)	\$3 sel.
Hongkong Electric	\$64 buy, 64/644 ss.
Macao Electric	\$40 nom.
H.K. Developments	25 cts. nom.
H.K. Ropes (combined)	\$20 sel.
Do. (old)	\$10 sel.
Do. (new)	\$5 sel.
Hongkong Tramways	\$234 buy.
Lau Crawford	\$104 sel.
Macmillan	\$194 nom.
Pak Trans (old)	\$14 buy.
Do. (new)	\$7.20 buy.
Sincere	\$11 nom.
Tatis	\$4 ss.
United Asbestos	\$20 nom.
Watsons (old)	\$124 buy.
Wm. Powell	\$10 nom.
Singapore Tractors	\$3 sel.

buy—buyers; sel—sellers; ss—sales; nom—nominal.

K Crepe rubber soled SHOES.



K Makers have spent two years in perfecting the crepe rubber soled shoe. Last year they overcame the difficulty of making rubber soles weld immovably by means of a new and successful method. This year they have applied the non-skid principle of the motor tyre to K crepe shoes. The circular holes in the outer layer of rubber give a firm suction grip and also help to prevent the tough crepe rubber from spreading.

Buy "K's" and be satisfied.

Mackintosh
MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING. DES VOEUX ROAD

HONGKONG HOTEL ROOF GARDEN.

KING'S BIRTHDAY CELEBRATION SPECIAL DINNER DANCE

Saturday, 5th June, 1926.

DINNER \$4 per head

DANCING 8 P.M. TO MIDNIGHT.

FANCY OR EVENING DRESS OPTIONAL.

TABLES MAY NOW BE RESERVED.

THE HONGKONG & SHANGHAI HOTELS, LTD.

JUST ARRIVED.

A GREAT VARIETY OF VARIOUS
HORS D'OEUVRE—PATES, FISH, GALANTINE, HAMS,
SAUSAGES, ETC.
VEGETABLES—PEAS, BEANS, RUSSIAN SALAD, ARTI-
CHOKE, CELERY, MUSHROOMS, ETC.

BEST QUALITY.
MAGASIN GENERAL. [101]

DOLLAR WEEK

AT
WHITEAWAY'S.

MONDAY, May 31st to SAT., June 5th

EVERY DAY

A
DOLLAR DAY.

THOUSANDS OF BARGAINS.

CALL AND INSPECT.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

SIR PAUL CHATER'S WILL. LOCAL LEGACIES AND ANNUITIES. HONGKONG LAND INVESTMENT AND AGENCY CO.

We have been favoured with the following information dealing with the contents of the Will of the Hon. Sir Paul Chater so far as local interests are concerned.

His Executors and Trustees are Lady Chater, Mr. W. E. L. Shenton, Mr. R. F. Mattingly and Mr. A. H. Barlow.

After giving his personal effects to Lady Chater, Sir Paul bequeaths, among others, the following legacies and annuities. A legacy to Lady Chater of £10,000; to Dr. J. C. McGown, £5,000; to Mr. E. Sadick, £50,000; to Dr. Fred Kew, £25,000; to his office boy, £100; and to the Hongkong Jockey Club, £50,000; and an annuity to Lady Chater of £10,000.

The residuary estate, after making very substantial provisions for his nephews and their children, is given to the Armenian Holy Church of Nazareth, Calcutta.

Lady Chater has the right of occupying Marble Hall as long as she wishes and on her desiring not to further occupy the house, then it is given unconditionally to the Hongkong Government.

Sir Paul Chater's collection of porcelain and pottery is given to the Hongkong Government unconditionally.

As regards the Permanent Managing Directorship of the Hongkong Land Investment and Agency Co., Ltd., Sir Paul Chater has, subject to certain specific terms, nominated Messrs. E. D. Sassoon & Co., Ltd., and should they not accept the office then Sir Robert Ho Tung, and should he not accept the office, then Mr. J. T. Bagram for the benefit of the estate.

The Will contains special discretionary powers as to the postponement of realisation of the estate and for the allotment of the estate in specie.

NEW MISSIONARIES OF C.I.M. SENT TO INTERIOR OF CHINA. TRAVEL CONDITIONS.

So many and varied are the comments directed in these days toward travel conditions in China, that an announcement made by the China Inland Mission to the effect that 54 new mission workers have been sent during the weeks just past to all parts of China, shows that the possibilities of doing extensive travel in this country are, while discomforting, quite within reason.

Full reports have not been received as yet from most of the workers as to the conditions encountered, but within the course of a month it is believed that some interesting travel data will be available. The new missionaries are en route to their first post in China, most of them having come out last autumn to spend several months in the C.I.M. language school before starting mission work.

A party of ladies on the way to Shansi, have reported that an uneventful trip was made from here to Hankow by boat, and thence along the Peking-Hankow Express to Shikhaichuan in Chihli, whence they travelled into interior Shansi by motor bus and cart. Parties going north were sent by the Mission to Tientsin by boat, although mission authorities declare that it would have been possible to take the train from Hankow to Peking and thence to Tientsin, a somewhat longer and less certain route, however.

Groups going to Shensi went up the Yangtze to Chungking and by cart right into Szechuan. The same party contained other members of the mission going to Kweichow and Hunan. At the present time a group are on their way to Kansu to a station on the Tibetan frontier. This party went to Hankow, took the Peking express to Chengchow in Honan, went by cart to Sianfa and thence to the Tibetan border, a journey of about seven weeks.

Difficulty has been reported at Chengchow where the Peking express was left. Only a few third-class carriages and small engines were still running on the smaller line as the result of military operations.

The usual conditions of discomforts attached to Chinese inns at this season of the year where warm weather produces insect activity, and the possibility of brigandage obtains although the C.I.M. has received no reports from missionaries as yet on the latter score.

Provinces having C.I.M. stations to which the new group of missionaries is being sent are Kansu, Shensi, Shansi, Honan, Kiangsi, Chekiang, Hunan, Kweichow and Yunnan.

WEATHER REPORT.

Last night's weather report, forecast and remarks by the Royal Observatory said:—

The anti-cyclone over East China Sea has strengthened. There are indications of a depression forming over the Western Part of the China Sea.

Local forecast:—East winds, fresh to moderate, overcast, occasional rain.

BEQUESTS TO SHANGHAI CATHEDRAL. MR. HENRY LESTER'S WILL. LARGE AMOUNTS FOR CHARITIES.

The N.C. Daily News is informed that the following is a synopsis of the charitable bequests contained in the will of the late Mr. Henry Lester:—

To the Trustees of the Holy Trinity Cathedral:—

Tls. 50,000 for a memorial stained glass window or group of windows in the Cathedral, any balance to be applied for purposes of the Cathedral church generally.

Tls. 600,000 and B. C. Lots 80 and 143 for rebuilding and replacing the present Cathedral School, Deanery and Church House and as an endowment for the School and on the conditions set out in the Will.

To the Trustees of the Chinese Hospital situate at No. 6, Shantung Road:—

Tls. 1,000,000 F. C. Lots 110bis, 111, 114, 115a and 115bis and B. C. Lots 7037 and 820 for the redemption of mortgage, purchase of land, as an endowment, and on the conditions set out in the Will.

To the Trustees of St. Luke's Hospital:—

Tls. 200,000 to be applied for the purposes of the Hospital generally and on the conditions set out in the Will.

To the Institute for the Chinese Blind, No. 4, Edinburgh Road:—

To the Children's Refuge, No. 17, Brennan Road:—

To the Little Sisters of the Poor, Avenue Bezaure, Tungkadoo:—

To the Shanghai Mission to Ricsha Men, G. Matheson Director:—

To the St. Joseph Asylum for the Poor:—

Tls. 50,000 each on the conditions set out in the Will.

The sum of Tls. 50,000 is to be set aside by the Lester Trustees for the foundation of six Henry Lester Scholarships.

An Institute to be known as "The Henry Lester Institute" to be erected and equipped at a cost of Tls. 400,000 on certain land bequeathed for the purpose.

A School to be known as "The Lester School" for 300 scholars or more, both Chinese and foreign, especially Chinese, to be erected and equipped at a cost of Tls. 500,000 on certain land bequeathed for the purpose and the income of certain property to be applied as an endowment fund.

There are numerous personal bequests and the balance of the estate is to go to the Lester Trustees in trust for the Henry Lester Institute and the Lester School and other Lester Institutions.

HOLIDAY TRAGEDY IN SINGAPORE.

TWO EUROPEANS KILLED IN MOTOR SMASH.

DETAILS OF THE ACCIDENT.

As reported briefly by cable, two well-known and popular members of the European community of Singapore were the victims of a motor accident which occurred on the Keppel Road, Singapore, on May 24th. They were Mr. P. N. Lowndes and Mr. H. W. Kernick, both of whom had resided in Singapore for a number of years and were very popular among a wide circle of friends.

There were no actual eyewitnesses of the accident, although a number of people were on the scene very shortly after it happened, reports a Straits paper. Thus, the manner in which the accident occurred must remain something of a mystery.

The accident occurred at about half past eight and at the time, according to the statement of a police officer who was on the scene almost immediately there was no other traffic on the road for a considerable distance.

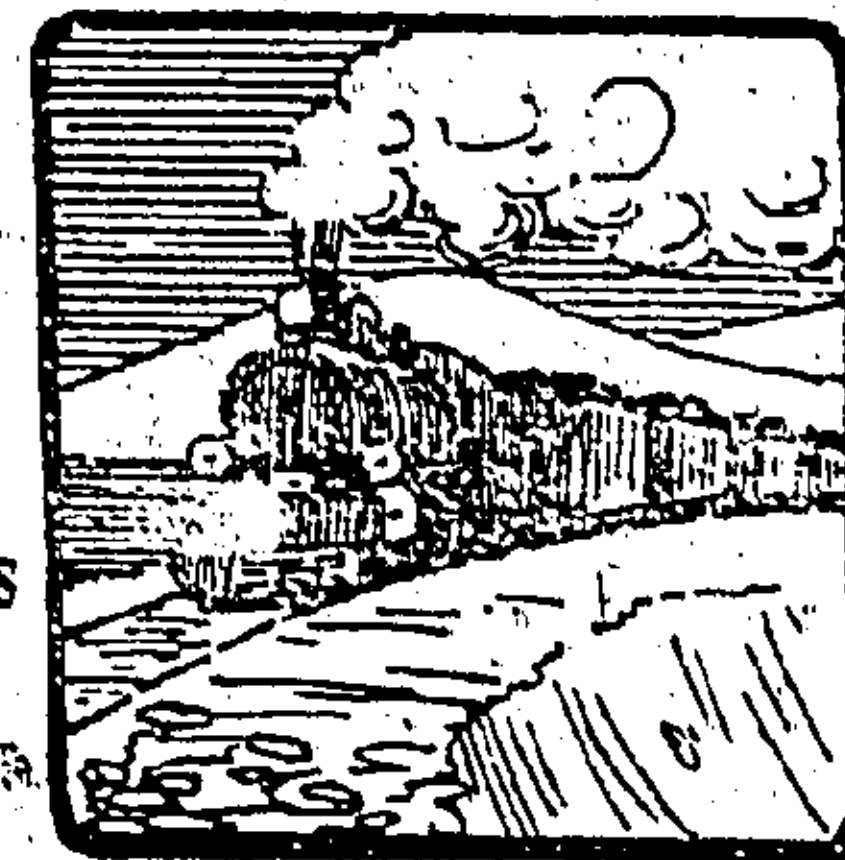
Mr. Kernick and Mr. Lowndes were in an Essex car, on their way from town to Pasir Panjang, and, from the fact that the driving wheel was still clutched in his hands after the accident, it is apparent that Mr. Kernick was driving. Just before Gate No. 4 the road takes a sharp bend to the left and marks on the road show that instead of taking the bend the car ran almost directly across to the right hand side of the road, the off wheels running into the drain. It appears that the car travelled in this way for a short distance until the rear axle came into such violent contact with a concrete stone at the side of the road that both motorists were thrown out of the car.

They sustained such severe injuries that death must have occurred almost immediately.

Information was immediately given to the police and Inspector Maston arrived from Sepoy Lines Police Station and removed the bodies to the General Hospital. The car was left lying at the side of the road, where, by some means or another, it caught fire about half an hour later and was completely gutted.

An additionally distressing feature of the fatality is the fact that Mr. Kernick leaves a wife and four children in England. Mrs. Kernick went home a few months ago. Both Lowndes and Mr. Kernick were formerly in the employ of the Singapore Tramway Company. At the time of his death Mr. Kernick was power station superintendent at the depot of the Singapore Traction Co. Mr. Lowndes, who was unmarried, left the Tramway Company four years ago in order to go to Mexico. Upon his return to Malaya he spent six months in Borneo and joined Mr. L. T. Wakeford as a partner in the business of consulting engineers here twelve months ago.

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SUMMARY COURT.

EUROPEAN LANDLADY'S SUCCESS- FUL CLAIM.

Before Mr. Justice Wood in the Summary Court yesterday, Mrs. Agnes Murphy, of Empress Lodge, Kowloon, claimed from Mr. A. E. Greenway, of Messrs. Butterfield & Swire, \$300, for alleged breach of contract. Defendant had been a tenant of plaintiff's and was alleged to have left without notice.

Mr. J. T. Prior represented the plaintiff, and Mr. H. C. Macnamara was for the defendant.

Mr. Prior said that it had been agreed that the defendant was liable for \$150 and the only doubtful question was that of costs. Mr. Prior then read extracts of correspondence which had passed between the parties. A letter written by Messrs. Deacons (Mr. Macnamara's firm) stated in regard to a bill for \$150 which had been sent to defendant, that Mr. Greenway contended that \$150 was excessive as monthly rent for one room. The letter further stated that Mr. Greenway was willing to pay \$100.

Mr. Prior, continuing, said that plaintiff's solicitors had replied to that letter. It was pointed out that the defendant had left without notice. Plaintiff was entitled to a month's notice, there being notices to that effect posted up in every room. Defendant occupied a double room at \$250 a month, including board. He had expressly stated by letter that he wished to retain the use of the room during April.

The plaintiff had expressed willingness to accept \$150 if payment was made immediately. The case would not have been pressed had payment been forthcoming. Concluding, Mr. Prior said that he had received a letter from Messrs. Deacons expressing surprise that although a settlement had been effected that the case was brought to Court.

He further mentioned that by mistake the writ had been served on the defendant instead of on his solicitors. According to legal etiquette, the writ should have been sent to his solicitors, and he (Mr. Prior) apologised for the mistake.

Mr. Macnamara said that an offer of \$160 had been made on Monday, and had been paid into Court. In regard to the writ he accepted Mr. Prior's apology.

He contended that it was improper for plaintiff to issue a writ for \$300 when she was only entitled to \$150. The case should not have been brought into Court. But if His Lordship thought that plaintiff was entitled to more than the \$160 which had been paid to Court, Mr. Greenway was prepared to pay it.

His Lordship gave judgment for plaintiff with costs.

MORAL CRUSADE IN KWEICHOW.

NO CIGARETTE SMOKING.

ABOLITION OF GAMBLING AND UNWOMANLY DRESS.

KWEIYANG (Kweichow), May 12th. General Chow Si' Cheng has not yet arrived to take up office as Civil Governor, but two of his Generals of Brigade have arrived with their troops, writes a correspondent of the N.C. Daily News.

Soon after their arrival, proclamations were posted everywhere strictly forbidding gambling and cigarette smoking. One man arrested for smoking was beaten 1,000 blows and paraded through the streets as a warning. But cigarettes are still exposed for sale in the shops and men may sometimes be seen smoking them. It is said that present stocks may be exhausted, but no more is to be brought in. This order is not due to any anti-foreign boycott; the proclamation emphasizes the waste of money and the injury to health caused by cigarettes.

Dress reform for women and girls is evidently to be insisted on; some women and girls wearing short jackets were slapped on the face by soldiers and some with over loose trousers had them slit up!

CHARGE AGAINST DUTCH SEAMAN.

ALLEGED REFUSAL TO OBEY CAPTAIN'S ORDERS.

At the Marine Court yesterday, before Lieut.-Commander G. F. Hole, R.N., John Pater, a Dutch seaman, of the s.s. *Grange Park*, was charged on remand from the previous Saturday with disobeying the lawful commands of the master of the ship while in Victoria Harbour on May 28th.

Defendant pleaded not guilty. Mr. M. J. Quist (Consul-General for the Netherlands in Hongkong) was present to watch the case in defendant's interests.

Capt. R. V. Burns, master of the *Grange Park*, said that he ordered defendant to turn to, but he refused to do so, pleading that he was sick. On May 28th, defendant went to see a doctor, and since then had refused to carry out his duties. Capt. Burns stated that he had a copy of the doctor's report.

The defendant said he was suffering from hernia. He saw a doctor in Hongkong, and the doctor reported to the captain that he was able to work. On May 28th, he was supplied with a truss, but he was still in pain and could not work.

The case was again remanded for the defendant to be taken to the Government Civil Hospital, with a request that the fit of the truss might be examined by a qualified medical officer and a written report obtained.

The hearing of the case will be resumed this morning.

BOYCOTT TO BE SETTLED.**KUOMINTANG ORDER.****ARBITRATION BOARD FOR LABOUR DISPUTES.****EIGHT IMPORTANT MEASURES.**

[FROM OUR CHINESE CORRESPONDENT.]

The Kuomintang in Canton, by formal proclamation issued on May 31st, ordered the Ministry of Foreign Affairs, of which Mr. Eugene Chen is the head, to confer with the parties and interests concerned for the early settlement of the strike of Canton and Hongkong workers. Instructions are also given for the abolition of the oil monopoly by June 15th.

The proclamation of the Kuomintang, in part, is as follows:

"It has been a year since the reorganization of the Government and, while traitors have been overcome, other affairs have not been properly attended to. The oppressive taxes have not been abolished, and *tufes*, or brigands, are still menacing the peaceful existence of the people. These things we do deplore and it is our duty to meet the needs of the people by putting into early effect the following eight measures:

(1) The oil monopoly will be abolished by June 15th, and new oil taxes which will do no harm to the people will be created instead.

(2) The Canton-Hongkong strike requires early settlement, and it is ordered that the Ministry of Foreign Affairs shall take immediate steps to confer with all parties concerned in order to bring about a satisfactory termination.

(3) To bring peace to the people by the suppression of brigandage through definite action as decided upon by the Military Council; it is ordered that all waters shall be cleared of pirates within a month and all territory freed of bandits within two months. The Military Council will supervise the successful carrying out of this order.

(4) A board of arbitration, with a Government Commissioner as Chairman, and an equal number of Labour and Capitalist representatives as members, will be organized to settle disputes arising between employers and employees. The board will have absolute power.

(5) Henceforth, no civilian organizations of the people may use force. Any litigation arising shall be settled by the Government. All violators of this order will be treated as rebels.

(6) All officials receiving bribes or suspected of mal-practices may be charged by the people before the Board of Indictments. The Government will at the same time afford training which will promote honest and faithful individuals.

(7) The Military and Police are ordered to suppress all sedition and attempts to create disorder.

(8) Regular revenue will be provided to promote Education and Port and Roads Development are to be systematically planned and carried out in order to bring happiness and peace and prosperity to the people.

The proclamation was issued in the names of Wang Ching Wei, Hu Han Min, Tan Yen Kai, Koo Ying Feng, and Dr. C. C. Wu, Kuomintang Commissioners.

TODAY'S PROPERTY SALES.**MING YUEN GARDENS ON OFFER.**

An important property sale takes place at Messrs. Lammert Brothers' Auction Rooms this afternoon, when the well-known resort at North Point, the Ming Yuen Gardens (once known as the Belle View Hotel and the Clay Pigeon Shooting Club) will come under the hammer.

The Ming Yuen Gardens comprise an area of 207,900 square feet. There is a 999 years' lease from 1883 and the Crown rent is \$478.

Other property also to be offered for sale by Messrs. Lammert this afternoon is No. 49, Bonham Road: 14,138 square feet; 999 years' lease from 1862; Crown rent \$85.75, and Nos. 21, 22, 23, 24, Hill Road: 5,753 square feet; 999 years' lease from 1898; Crown rent \$92.

At the China Auction Rooms this afternoon, Mr. E. V. M. R. de Sousa will offer for sale a leasehold property, Nos. 301 and 303, Portland Street, Yaumati: Area 1,879 square feet.

PROPERTY SOLD.

At the China Auction Rooms on Monday afternoon, Mr. E. V. M. R. de Sousa sold Nos. 20, 22, and 24, Baker Street, Hungshom, to Mr. Chan Kwok Shi for the sum of \$15,400. The property, which has an area of 2,445 square feet, started at the upset price of \$11,000, and there were twelve bids of \$200 each.

MONEY FOR WAR.**REQUESTS FROM ALL SIDES.****CHIANG KAI SHEK TO REMAIN IN CANTON.**

[FROM OUR CHINESE CORRESPONDENT.]

With the troops under General Tang Seng Chi in Hunan and those under General Li Chung Jen and Huang Shao Hung in Kwangsi pressing for funds from the Kuomintang in order effectively to oppose the rapid advance of the forces sent against them by Marshal Wu Pei Fu, the Kuomintang leaders have again suggested further commandeering of the rentals to be collected by landlords in the Southern Capital and other ports. Swatow is being asked to pay four months' house tax in advance, while Canton landlords will be asked for the ninth time within the past few months to turn over their rents.

The *Tai Kwong Pao* has received a report that the troops of Marshal Wu Pei Fu, commanded by General Yeh Kai Shin, have reached Hengchow. The report adds that the Kuomintang in Kwangsi are sending reinforcement to General Tang Seng Chi.

General Chiang Kai Shek has to remain in Canton and will be unable for some time to proceed northwards with the troops advancing towards Hunan. Notwithstanding urgent appeals to Kuomintang clubs throughout the Province to assist the district magistrates in pressing the people for funds, money for the war is not coming in quickly. General Li Cheng Jen, of Kwangsi, now visiting Canton, who, was recently promised \$150,000, was given but \$8,000.

TRADE DISPUTES.

The Canton Merchants' Association, in order to save time and expense, have decided to organize an arbitration committee to decide all trade disputes submitted to it. Whether the Kuomintang approve of this is not known.

STRIKE PICKETS' ARRESTS.

By order of the Kuomintang Military Council, all persons arrested by the Strike Committee pickets, whose cases have not been properly disposed of, will be turned over to the Kuomintang Special Criminal Court.

NUNNERIES TO BE TAXED.

Buddhist nuns throughout Kwangtung, women pledged to a life of service and worship, and as such never taxed, will now have to pay a tax on their nunneries according to their value. In Canton practically all the property has been forfeited on the ground that the land on which many temples have been erected was once public property. In Swatow, however, there are still a number of religious buildings, and an office has been opened in Swatow by the Kuomintang to assess the value of these properties.

CHAIR COOLIES AND AVIATION.

Chair coolies, not appreciating the advance of aviation in Canton, are asking the Kuomintang to exempt them from contributions towards the Aerial Club. The Kuomintang are expecting many residents in Canton City to become members of the Club.

FALSE PRETENCES.**CHINESE SENT TO PRISON.**

Before Major C. Willson at the Central Magistracy yesterday, a Chinese was charged with attempting to obtain money by false pretences.

A married woman, residing at No. 119, Caine Road, was visited by the defendant with a letter purporting to be signed by a relative who had been recently transferred to the Canton office of the Industrial and Commercial Bank. The letter contained the news that the sender had fallen into the hands of the Strike Pickets at Shum Chun and was detained by them. It was stated that the sum of \$500 was required to secure his release and the letter asked that the bearer be given a few dollars.

A statement made by the defendant that a friend of the family had directed him to the house was found to be false. This friend came to the house and identified the defendant as a man concerned in a theft of some clothing at a previous date.

Defendant was sentenced to three months' imprisonment, and Major Willson remarking that, in addition to the few dollars he was attempting to obtain, defendant would have got away with the \$500 if the money had been given him.

"THE SYSTEM AT FAULT."**DR. W. W. PEARSE'S DISAPPOINTMENT.****TRIBUTE TO HIS GOOD WORK AT SANITARY BOARD.****FORMATION OF GENERAL BOARD OF HEALTH URGED.**

At the meeting of the Sanitary Board yesterday, Dr. Koch said that he desired to speak of Dr. Pearse, the M.O.H., who had just retired. Reference should have been made to his work at the previous meeting, but the fact that it was Dr. Pearse's last attendance at the Board was overlooked.

Dr. Pearse, continued Dr. Koch, was a modest man, and one who did not care for much to be said of him in the way of praise. A philosopher had remarked that it was hard to praise a man to his face and to praise him behind his back was mere waste of energy. Dr. Pearse was a man who did not care to be in the limelight; very much. He (the speaker) had known him for 24 years, and they had been good friends all that time.

Dr. Pearse, however, was "a bit difficult to know." One had to know him for a long time before one found the heart of the man. He was remarkably goodhearted, remarkably sympathetic and he had always taken the greatest interest in his work and was very keen to improve the sanitary conditions in the Colony.

HOPES NOT REALIZED.

It was very apparent, however, that his years of work had somewhat broken his spirit. On coming to the Colony he had found how different were the duties of a Medical Officer of Health here compared with those at home, or in any of our other Colonies for that matter. As he kept on, he hoped that some improvement would be made in the apportioning of his duties. "I am certain," continued Dr. Koch, "that it clouded his life a great deal. He had hopes of dealing with the sanitary problems of the Colony, and it was not his fault that his hopes were not realized. It was the fault of the system, and the fault should be eradicated by the formation of a general board of health."

It was unfortunate that this disappointment should have cast a shadow over Dr. Pearse's official life. He was a man who had a wide range of information, a man with whom it was a pleasure to talk and to argue. He was always courteous in his dealings with the board and although he (the speaker) had had many a tale with him the differences of opinion left no ill feeling.

Dr. Koch thought that it would be fitting, although Dr. Pearse was not present, to record their appreciation of his services. He was highly respected in the Colony.

Dr. S. W. Tso in seconding Dr. Koch's proposal, said he had known Dr. Pearse for a long time and had always found him courteous very practical and always considerate.

PRICES OF VACCINE.

With reference to the letter from the Government relative to the revision of the prices of vaccines, sera, etc., Dr. Koch asked if the Government would send a copy of the letter to every medical practitioner in the Colony. It had been printed in the *Government Gazette*, but the *Gazette* had a very small circulation.

The President said he would make such an application to the Government.

The President, Dr. S. W. Tso, and Mr. Wong Kwong Tin were appointed as a committee to investigate fresh food prices.

Those present at the meeting were Mr. N. L. Smith (President), Dr. A. G. M. Severn (M.O.H.), Dr. J. C. Macgown, Dr. W. V. M. Koch, Lieut. Col. Boylan Smith, Dr. S. W. Tso, Dr. S. C. Tso, Mr. Wong Kwong Tin and Mr. B. A. D. Forrest (Secretary).

SUPREME COURT.**ALLEGATIONS OF AN ARRANGED PIRACY.**

The case in which an export firm claims \$4,117 damages for breach of agreement to carry goods from Hongkong to Hoi-ping, in which it is alleged that an "arranged" piracy accounted for the loss of a valuable cargo, was continued before the Chief Justice, Sir Henry Gollan, in the Supreme Court yesterday morning. Mr. H. G. Sheldon, appeared for the plaintiff firm, and Mr. H. Somerset Fitzroy represented the defendant, who was stated to be the owner of the pirated junk.

The plaintiff during the course of his evidence, stated that he shipped his cargo on the junk on September 30th. He saw the defendant on October 7th and again on October 28th. On the second occasion defendant informed him that the junk had sailed on October 16th. Witness complained that he had not been told of the date of sailing and defendant then stated that the junk had been pirated off Macao, and that all the cargo had been taken off.

AN ALLEGED CONFESSION.

Replying to Mr. Fitzroy, witness said that defendant acknowledged that he was the owner of the junk. Witness had never shipped any goods by junk to Kwangtung before. He had, however, shipped cargo often by steamer.

Questioned in regard to the goods which he had put aboard the junk, witness said that he had bought them on receiving instructions from shops in the country. He had arranged with defendant the course the junk should take and defendant had been expressly told that on nearing Macao a launch would tow his junk to the Customs House, where an inventory of the goods would be made. Witness was to pay for the services of the launch.

"NO PIRATES ON BOARD."

A native of the Shun Wui district, formerly a soldier under General Li Fook Lnn, was next called by Mr. Sheldon. On September 14th last year he was employed on the patrol launch *Cheung Kwong*, which was in the service of the Canton Government. It was used for transporting soldiers and foodstuffs to districts near Macao. On October 16th the launch was steaming from Wong Man towards Macao. On approaching Lam Shan between 3 and 4 a.m. a junk, which was being towed by a launch, was sighted. It was defendant's junk, and at that time it had no pirates on board.

DIFFICULTY OF INSURING.

This closed the case for the plaintiff. Mr. Fitzroy, before calling his witnesses for the defence, submitted that at the time the junk left Hongkong no British or Chinese firm would insure goods going up the West River.

His Lordship remarked that it was possible to insure anything.

The junkmaster then gave evidence and stated that the plaintiff had never spoken to him concerning the insurance of the cargo.

At this stage the case was adjourned until this morning.

ALLEGED THEFT OF BANGLES.**CHINESE GIRL CHARGED.**

A young Chinese girl appeared before Mr. J. H. B. Nihill at the Kowloon Magistracy yesterday afternoon, charged with stealing a pair of bangles from a three-year-old Chinese girl.

The little girl was walking along Coronation Road, Kowloon, with her two young sisters, when the defendant was alleged to have stopped her and taken the bangles away.

The mother of the child told the magistrate that she saw the defendant leading the child along. She had the defendant arrested, and said the bangles were taken from defendant's pocket by the police constable.

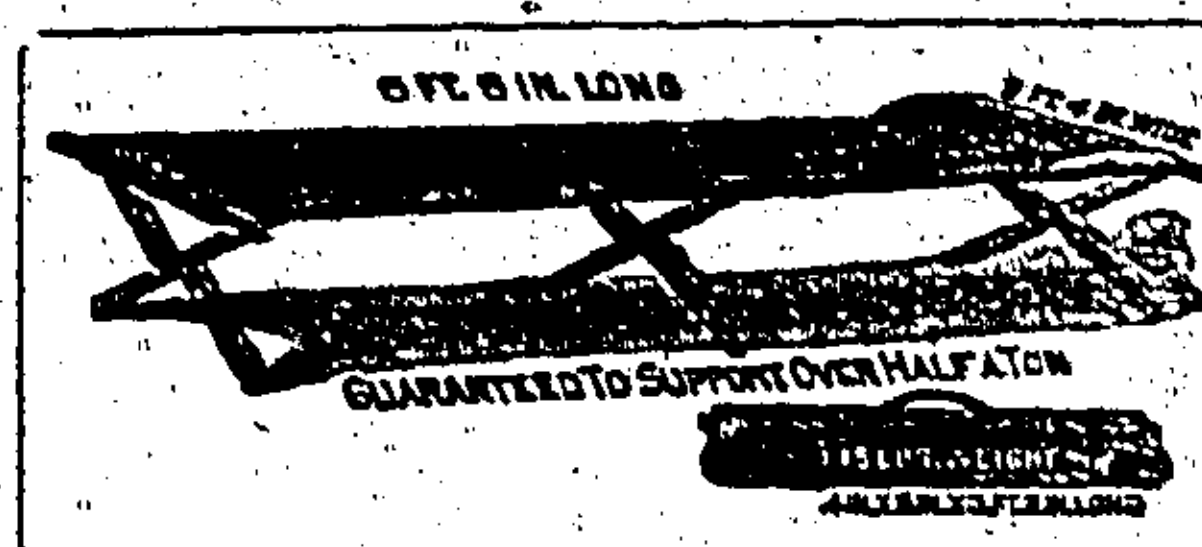
This the police constable in question denied, stating that it was the mother who took the bangles from the pocket of the defendant.

The defendant told His Worship that she did not steal the bangles, but alleged that they were planted on her by the mother of the child.

In view of the conflicting evidence, His Worship dismissed the case.

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[L.P.R.]

[108]

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VOCAL GEMS (No. 9067)

Introducing: Part 1—'I'm a Little Bit Fonder of You; I am Thinking of You; Dipping in the Moonlight; Tie a String Around Your Finger.'

Part 2—'Mercenary Mary; Over my Shoulder; Honey, I'm in Love with You; Charleston Mad.'

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ANDERSON'S.

JUST ARRIVED**LATEST MODELS****HARTMAN'S TRUNKS**

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CABIN TRUNKS

FROM \$45.00

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FROM \$95.00

THE SINCERE CO., LTD.

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INSURANCE OFFICES.

NOTICE.

KING'S BIRTHDAY.

NOTICE IS HEREBY GIVEN that all FIRE and MARINE INSURANCE OFFICES will be CLOSED for the TRANS-ACTION OF BUSINESS on THURSDAY, the 3rd JUNE, 1926.

By Order,
LOWE, BINGHAM & MATTHEWS,
Secretaries,
FIRE INSURANCE ASSOCIATION OF HONGKONG,
MARINE INSURANCE ASSOCIATION OF
HONGKONG AND CANTON.
Hongkong, 1st June, 1926. [3637]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE, PENANG,
COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED
FOR EGYPT, MEDITERRANEAN
AND CONTINENTAL PORTS
AND LONDON.

THE Steamship
"NAGPORE"

carrying His Majesty's Mails, will be despatched
from this Port at Noon on MONDAY,
the 7th JUNE, 1926, taking Cargo for the
above Ports.

Silk and Valuable Cargo for Italy, France
and London (under arrangement) will be
conveyed by this steamer proceeding to Bom-
bay and the East, and will be carried on the
Steamer for Marseilles and London.

Cargoes will be received at this Office until
Noon on the 5th JUNE previous to Sailing.
The Contents and Value of all Packages must
be declared.

For further Particulars, Apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 2nd June, 1926. [3638]

THE HON. SIR CATCHICK PAUL
CHATER, C.M.G., DECEASED.

ALL Claims against the Estate of the
above named Deceased must be Sent to the
Undersigned forthwith.

DE CONNS,
Solicitors &c.,
1, Des Voeux Road Central,
Hongkong.
Hongkong, 25th May, 1926. [3622]

OPENING ANNOUNCEMENT.

FOR the Convenience of our many Cu-
stomers in the EAST POINT DISTRICT, we
are OPENING A BRANCH at No. 2,
PENNINGTON STREET, on TUESDAY,
1st JUNE NEXT, where DAIRY PRODUCE,
MEATS, FISH (Fresh and Cured), and ICE,
will be ON SALE. MYERS LANE CRYSTAL
FORDS PROVISIONS, etc., CAFE
WISEMAN'S BREAD, CAKES, etc., and
FRESH FRUITS and VEGETABLES will
also be Available on the Premises.

THE DAIRY FARM, ICE AND
COLD STORAGE CO., LTD.
Hongkong, 25th May, 1926. [3610]

HONGKONG JOCKEY CLUB.

THE THIRD EXTRA RACE MEET-
ING will be held (Weather permitting) at
HAPPY VALLEY on SATURDAY, 5th JUNE,
1926, commencing at 2.15 P.M. The first Bell
will be rung at 2.45 P.M.

The Charge for Admission to the Public
Enclosure will be \$1.00 for all Persons includ-
ing Ladies. Soldiers and Sailors in Uniform—
Half Price.

Members are advised that they must show
their Badges to obtain Admission to the
Members' Enclosure.

Each Member has the right to introduce 2
Non-members to the Members' Enclosure.
Tickets for whom can be obtained from Messrs.
LUNSTRAD & DAVIS at \$5 each up to FRIDAY,
4th JUNE.

The Charge for Admission for Ladies to the
Members' Enclosure will be \$2. Each Mem-
ber can obtain, upon application to the
SECRETARY, Badges for the Admission of
2 Ladies Free of Charge. [3630]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION

TWO LOTS.

VALUABLE LEASEHOLD
PROPERTIES.

LOT No. 1.

ALL THAT Piece or Parcel of Ground situate
at MONGKOKTSUI in the Colony of
Hongkong and Registered at the LAND
Office as SUBSECTION 1 of SEC-
TION C of KOWLOON INLAND LOT
No. 1121, Together with the Building
thereon now known as No. 677, SHANG-
HAI STREET.

LOT No. 2.

ALL THAT Piece or Parcel of Ground
situate at MONGKOKTSUI aforesaid
and registered at the LAND Office as
KOWLOON INLAND LOT No. 1623
containing about 4,215 Square Feet.

IN TWO LOTS

By Mr. E. V. M. R. de SOUSA, Auctioneer,
at
THE CHINA OVERLAND ROOMS,
No. 4, DUNDRELL STREET, HONGKONG,
on
FRIDAY, the 11th DAY OF JUNE, 1926,
at 3 O'CLOCK P.M.

For further Particulars and Conditions of
Sale, Apply to—
Messrs. GEO. K. HALL BRUTON & CO.,
Mortgagees' Solicitors,
St. George's Building, Chater Road,
Hongkong, 27th May, 1926. [3613]

INTIMATIONS.

BANK HOLIDAYS.

IN Accordance with Ordinance No. 5 of
1913, the EXCHANGE BANKS will be
CLOSED for the TRANSACTION of
PUBLIC BUSINESS on THURSDAY,
3rd JUNE, 1926. [3625]

SAFE DEPOSIT VAULTS.

THE BANQUE DE L'INDOCHINE beg-
to inform All Interested in SAFE
DEPOSIT, that they have actually in their
New Building, 5, QUEEN'S ROAD, SAFE
DEPOSIT BOXES at the Yearly Rate of \$8
for the Small Size and \$12 for the Large Size.
Please Apply to The CASHIER. [3473]

INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

THE FORTY-FIFTH ORDINARY GEN-
ERAL MEETING of the Company will
be held at the Office of the General Managers,
Messrs. JARDINE, MATHESON & Co., Ltd.,
Raffles Street, Hongkong, on THURSDAY,
the 10th JUNE, 1926, at 11 AM, for the
purpose of receiving the Report of the Direc-
tors, passing the Accounts, and electing Direc-
tors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 3rd to 31st JUNE,
1926, both days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.,
General Managers.
Hongkong, 20th May, 1926. [3687]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

THE ORDINARY GENERAL MEET-
ING of SHAREHOLDERS in the
above Company will be held at the Company's
Office, on FRIDAY, the 11th of JUNE,
1926, at Noon, for the purpose of receiving the
Report of the General Managers, together with
a Statement of Accounts to the 31st of Decem-
ber, 1925.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to 11th of
JUNE, both days inclusive.
DOUGLAS LARRAIK & CO.,
General Managers.
Hongkong, 26th May, 1926. [3608]

TO LET.

A 4-Roomed FLAT in CARMARVON BUILD-
ING, Kowloon—Apply to HUM-
PHREYS ESTATE & FINANCE CO.,
LTD., Alexandra Building. [3548]

PREMISES TO LET in the DAIRY FARM
BUILDING, PENNINGTON STREET, East
Point. Floor Area: 5,835 Sq. Ft. Height:
20.40 Ft. Make Excellent Godown. For
further particulars apply to the SECRETARY,
THE DAIRY FARM, ICE & COLD
STORAGE CO., LTD. [3535]

Soon Vacant, Semi-detached HOUSE,
Magazine Gap. Ideal Position. Cool
Excellent View, consist of Suite of Five
Rooms, Two Bathrooms, Hot and Cold Water,
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BIRTHS.

PEREIRA.—On May 27th, at 66, Haskell
Road, Shanghai, to Mr. and Mrs.
F. F. PEREIRA, a daughter.
SOUSSEY.—On May 27th, at the Victoria
Nursing Home, Shanghai, to Mr.
and Mrs. H. M. SOUSSEY, a son.

Hongkong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 2ND, 1926.

WORLD TRADE OR EMPIRE
TRADE?

It was only to be expected that the facts
and figures contained in the Budget intro-
duced by Mr. CHURCHILL in the House
of Commons would make economists and
others, who deal with trade problems, look
carefully to the future. As we all know,
there is no prospect of a reduction of
taxation, which the Captains of Industry
have all declared is so essential to a
recovery of prosperity for the people of
Great Britain. On the contrary, expendi-
ture is higher than ever before. Last
year the Government spent £207,000,000
or thereabouts, and in the coming finan-
cial year they propose to spend (apart
from any unforeseen call like the coal
subsidy) about £220,000,000. The obvious
question is—How can this stupendous
taxation be carried by the nation while
at the same time it is vitally necessary
to win back the world position which was
held before the war? There are many
answers to this conundrum; some of them
are far fetched and extravagant, or tinged
with political colouring, and therefore
unreliable, and there are others which
are moderate and deserving of consid-
eration.

We are interested in an article which
has a bearing upon this subject recently
written by the Editor of the Economist,
Mr. WALTER T. LAYTON. It is not based
on points suggested by Mr. CHURCHILL's
efforts at framing a Budget, and has,

therefore, no political significance. The
writer is concerned in discussing the
probable outcome of the Imperial Confer-
ence which is to meet in London at the
end of the year. At about the same
period the League of Nations Economic
Conference will foregather, and the
agenda will include suggestions for
modifying the tariff arrangements of
Europe together with other plans of
economic co-operation. The public at
home and abroad will be forced to ask
themselves how far the economic future
of Britain is bound up with the Empire
and how far with that of Europe. It is
a very fascinating speculation. The
Wembley Exhibition, in which Hongkong
took an honourable part, and the activi-
ties of many propaganda societies in con-
nection with Imperial trade on the one
hand, and sentiment, ties of race, common
tastes and habits, and preferential tariff
rates on the other hand, are among the
more important influences which are cal-
culated to stimulate British trade with
the Empire as compared with British
trade with other countries. These are
powerful influences and are responsible
for the fact that Great Britain holds a
predominant position in the trade of the
Empire.

But as time goes on will trade tend to
develop more between Britain and the
Empire or between Britain and other
countries? Looking at the whole subject
squarely it appears from Mr. LAYTON's
review of the situation that since the war
the political and currency conditions in
the various parts of the Empire have been
much sounder than those in Europe, the
Far East, or even South America, and
Imperial trade might therefore have been
expected to draw well ahead of British
trade with other countries. This has
happened to some extent, but the com-
parative progress has been moderate.
Imports from the Empire have risen from
25 per cent. of Britain's total imports in
1913 to nearly 30 per cent. in 1925, but
the exports of British goods to the Empire
have risen from 37 per cent. of the total
in 1913 to only 30 per cent. of the total
last year, while the re-exports to the
Empire of overseas produce has fallen
from 12 per cent. to 10 per cent.

One way of accounting for this com-
paratively small progress in Empire
exports is that the Dominions and India
have steadily tended to become more pro-
tectionist. It is estimated that the ad
valorem incidence of the tariffs applied to
British goods in 1924 as compared with
1914 in India was 10 per cent., against
2 per cent.; in Australia nearly 10 per
cent. against 6 per cent.; and in South
Africa 9 per cent. against 7 per cent.
The New Zealand tariff remains at the
same percentage as before, while the
Canadian has fallen from just over 15 per
cent. to just over 13 per cent. On the
other hand, the ad valorem incidence of
the European tariffs on British trade,
thanks to the rise of prices, is lower than
before the war, this being specially notice-
able in the tariffs of France, Germany,
Italy, Sweden, and to a less extent in
regard to Spain and Belgium.

Clearly the prospect of achieving free
trade within the Empire is not for the
time being very encouraging. This is not
to say that the bond of Empire is not
real and powerful and lasting; but it is
impossible to say that, as things are,
Great Britain can find a complete outlet
for her economic activities within the
Empire. What is desirable, therefore, is
that the efforts of those who are striving
to keep tariff walls low should receive
strong support. In the vast expanse of
world-trade no less than in the domain of
politics the interests of Great Britain are
not only Imperial but international.

Mr. and Mrs. J. L. Shellshear left by
the s.s. Taluda yesterday for Melbourne,
Australia.

Col and Mrs. F. J. Griffin passed
through the Colony yesterday on their
way to Manila by the s.s. President
Jackson.

A successful jumble sale was held at
the Union Church Hall, Kennedy Road,
yesterday afternoon in aid of various
charities.

At the Kowloon Magistracy yester-
day, Mr. J. H. B. Nihill imposed a
fine of \$3 on a Chinese for smoking a
cigarette in the Court.

Mr. T. B. Williams, of the Standard
Oil Company of New York, returned
from six months leave in U.S.A. by the
President Jackson on Monday.

Prof. and Mrs. Hallenbeck, who are
on a tour round the world, arrived in
Hongkong by the President Jackson and
are paying a short visit to Canton.

Mr. Wm. McDonald, Miss M. Mc-
Graun, and Mr. K. Vallely were among
the passengers on the President Jackson
returning to Hongkong from Shanghai.

A Chinese youth was knocked down by
a motor-car at the junction of Queen's
Road West and Pokfulam Road on
Monday and received injuries to his
chest.

Two attacks by dogs on Monday were
reported to the police. Mr. Beaumont,
of No. 1, Chater Road, was one of the
victims. The animals belonged to No.
4, Circular Pathway.

An extraordinary general meeting of
the Hongkong Civil Service Cricket Club
was held in the Sanitary Board Room
(Post Office Building) last evening. Mr.
Justice J. R. Wood (President of the
Club) presided over a good attendance
of members. The proceedings were
private.

At the Kowloon Magistracy yester-
day, Mr. J. H. B. Nihill further ad-
judged the case in which Lai Tak, the
master of the Tin Lee engineering shop,
of No. 332, Reclamation Street, Yaumatei,
is charged under the Arms Ordinance
with unlawful possession of six dis-
mounted cannon and spare parts. His
Worship fixed the hearing of the case for
next Tuesday and Wednesday after-
noon.

Before Mr. R. E. Lindsell at the
Central Magistracy yesterday, a Chinese
woman appeared in connection with a
jewellery theft in Singapore. The
woman was arrested on arrival in Hong-
kong, and Detective Inspector T. Murphy
said that a label on her luggage corre-
sponded with the first name in the war-
rant. The woman was remanded for a
week, pending further advices from
Singapore.

When charged at the Central Magis-
tracy yesterday with unlawful posses-
sion of a piece of cotton cloth, a Chinese
claimed to have received it from a
stranger. When asked to explain how
this could be so, defendant replied that
the stranger, slept in the street as he
himself did. A previous theft of stealing
a cooked goose was proved by means of
a thumb print record, and defendant was
sentenced to four weeks' hard labour.

A Chinese was sent to prison for three
months' hard labour by Mr. J. H. B.
Nihill at the Kowloon Magistracy yester-
day for stealing thirty-four eye-
nuts from various portholes of the s.s.
Kashima. The defendant, who was ar-
rested when leaving the steamer with the
nuts concealed on him, pleaded guilty.
It was stated that had the theft not been
discovered, the ship, which was due to
sail yesterday, would have had to leave
without any port hole nuts.

When leaving the s.s. Tenyo Maru a
Chinese cargo coolie was arrested in
possession of two lead plates. He im-
planted another worker, and both were
charged at the Central Magistracy yester-
day, before Mr. R. E. Lindsell. They
pleaded guilty and said that they came
across the plates while sweeping the hold
and could not help picking them up.
One man was sentenced to fourteen days'
imprisonment, and the other, a young-
ster, to ten strokes with a cane.

Before Mr. J. H. B. Nihill at the
Kowloon Magistracy yesterday, a woman
hawk was charged with causing an
obstruction in Canton Road. The Police
said the woman's licence entitled her to
sell her wares in Argyle Street,
"hawk" her wares in "squatting" in
Canton Road. She had been warned re-
peatedly, and when arrested told the
police that they could continually arrest
her, but eventually they would have to
give her a licence entitling her to sell
her wares in Canton Road. His Wor-
ship fined her \$4, and warned her that
her licence would be cancelled if she
ignored the police.

A large mail arrived by the s.s. Pre-
sident Jackson yesterday. Out of a
total of 615 bags of letters and papers
landed, 13 bags of letters and one of
papers were from the United Kingdom
via Siberia; and there were also 23 bags
of Continental letters by the same route.
The remainder of the mail was from
U.S.A., Canada, Japan and Shanghai.
The next Home mail is due to-morrow
on the s.s. Tottori Maru, which brings
mail from the United Kingdom and
Europe via Negapatam. The mail con-
sists of letters only, dated London, May
8th. Of the same day the R.M.S. Em-
press of Australia is due with mail from
Canada, U.S.A., Japan and Shanghai.

Two Chinese were charged at the
Kowloon Magistracy yesterday, before
Mr. J. H. B. Nihill, with unlawful
possession of daggers. According to the
prosecution a highway robbery planned
to be committed in Prince Edward Road
on Saturday evening was prevented by
the timely appearance of Kowloon City
detectives. A party of detectives waited
on the side of the road for the two men
to arrive and when they came they were
searched. On one man two daggers were
found, but the other possessed no weapon.
The man on whom the daggers were found
was sentenced to twelve months' hard
labour by His Worship. His companion
was discharged.

KING'S BIRTHDAY PARADE.

APPROXIMATELY 2,000 TO TAKE
PART.

It is understood that the King's Birth-
day Parade at Happy Valley to-morrow
morning will last for about fifty minutes.
It will commence at 9 o'clock.

The following units will be represented:
Royal Navy, Royal Marines, Royal Artil-
lery, Royal Engineers, 1st Bn. The East
Surrey Regiment, Detachment Hongkong
Volunteer Defence Corps, 5/2nd Punjab
Regiment, and the Hongkong Mule Corps.
There will be approximately 40 officers
and 1,800 other ranks—a battery of Pack
Artillery and two 4.5 Howitzers.

No spectators will be allowed inside
the Hongkong Jockey Club race track.

CHINESE Y.M.C.A.

THE QUESTION OF SECRETARIAL
WORK.

The Chinese Y.M.C.A. are holding a
banquet to-morrow (the King's Birthday)
when the members who assisted in the
recent financial campaign which raised
more than \$15,000 will be the guests of
the Association.

Mr. J. L. McPherson, for nearly twenty
years the head of the Chinese Y.M.C.A.
who has recently been acting in a more
or less advisory capacity, will be asked
to assume full control of the work as
general secretary again.

Mr. T. Moffatt, associate general sec-
retary, who has been acting general sec-
retary during the last two years, is desirous
of returning to his special department of
boys educational work in the Association.

STUDENTS' GOOD WORK.

A NIGHT SCHOOL FOR "STREET"
BOYS.

The students of Ying Wa College for
Boys, Bonham Road, recently succeeded
in raising more than \$2,000 among them-
selves and their friends for the purpose
of conducting a night school in Chinese
for street boys who otherwise would re-
ceive no schooling at all. The more ad-
vanced students, under supervision of a
qualified teacher, will assist in the teach-
ing of the elementary classes at the night
school.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTERS' AGENCY.]

THE DANISH FLIGHT.

COMMANDER BOTVED COMPLETES
HIS JOURNEY.

Tokyo, June 1st.
Commander Botved has completed his
flight from Denmark, arriving at Tokoro-
zawa, north of Tokyo at 11.08 from Osaka.
He is probably returning Home shortly,
flying via Siberia.

COAL SITUATION.

NEGOTIATIONS NOT YET RESUMED.

SETTLEMENT HOPES.

(BRITISH WIRELESS SERVICE.)

RUSSIA, May 31st.

No open moves had taken place up to this evening to bring about fresh coal negotiations. At midnight, the Government's offer of a subsidy of £3,000,000 expires. The Premier was back in town to-day.

The evening journal, *Star*, states that while Mr. Baldwin has been spending the Whitsuntide holiday at his country residence, the Chequers, he has not been inactive and has been in indirect touch with representatives of both the owners and miners. The *Star* hints that as a result of these preliminaries, there are likely to be important developments in the situation.

SUPPLIES FROM ABROAD.

In the event of the coal stoppage continuing, it is stated that large quantities of foreign coal are at the command of British importers, who will receive assistance from Government if that should be necessary. These supplies are understood to be available from the Saar Basin and France.

Negotiations with the United States are well advanced also.

The Government has been assured that no obstacle in the handling of coal imported from foreign countries will be raised by the railwaymen.

(THROUGH REUTER'S AGENCY.)

DUTCH TRADE BENEFITS.

ROTTERDAM, May 31st.

The effect of the British strike on the Dutch coal trade is shown by the fact that from the 1st to the 29th inst., 320 vessels left here with cargoes of over 1,500,000 tons of coal, compared with the usual monthly average of 700,000 tons, while for the same period 383 vessels bunkered at the new waterway, compared with 84 for the corresponding period of 1925.

TO-DAY'S HOPES.

LONDON, May 31st.

The coal subsidy has now lapsed and the Cabinet met late to-night, the main object being for Ministers to be accessible in case of a last-minute approach by either owners or miners. There are hopes of further moves to-morrow.

DUTCH HELP.

AMSTERDAM, June 1st.

Amsterdam is raising a loan of £1,000,000 with the object of a flying visit of three delegates to the T.U.C. to consult the headquarters of the International Federation of Trade Unions, the proceeds to be devoted to British Trade Unions who are responsible for the maintenance of over a million unemployed, as an aftermath of the strike.

PORTUGUESE REVOLT.

REPUBLICAN PRESIDENT RESIGNS.

LISBON, June 1st.

The Portuguese President has resigned. The precise reasons are at present not announced, but the situation was recently complicated by the action of the Confederation of Labour preparing to oppose any attempt at the establishment of a military dictatorship, but to the contrary the revolutionary leaders at the earliest moment expressed their desire to the President that the new Government would be formed outside of the political parties.

Troops in the Northern and Southern Divisions, supporting Costa, are marching on Lisbon and will encamp on the outskirts pending the arrival of their general.

POLISH PRESIDENT.

PROF. MOSZICKI APPOINTED TO THE POST.

WARSAW, June 1st.

Professor Moszicki, engineer and industrialist, General Pilsudski's nominee, has been elected President. There were two other candidates, one of which was a Socialist, who received a solitary vote.

(THROUGH HAVAS AGENCY.)

FRENCH FLIGHT.

D'OISY TO CONTINUE HIS TOKYO JOURNEY.

PARIS, June 1st.

The flight of Pellotier D'Oisy to Tokyo is likely to be resumed after June 7th.

(BRITISH WIRELESS SERVICE.)

INTERNATIONAL RELATIONS.

PRINCE OF WALES AT BRITISH INSTITUTE.

RUGBY, May 31st.

When the Prince of Wales delivered an address at the Institute of International Affairs to-day, he announced that the King had commanded that the word "Royal" should be added to the title of the Institute in the future. The Prince opened the Institute two years ago and to-day he opened a lecture hall.

In his speech, the Prince explained the origin and object of the Institute. He recalled how until recently, there had been no recognised or "chartered" Societies devoted to the study of nearly every important subject except international relations. This Institute was brought into being to fill that gap.

"The Prince continued: 'For public men, who have always to work against time, it is most difficult to frame accurate and connected accounts of recent events. Directors of banks and concerns which do business abroad are constantly faced with the problems of international relations. No less than men in public life do they need facilities for studying facts. A flourishing branch of the Institute has already been established in Australia to perform a similar purpose there. And it is hoped that, in time, members in other parts of the British Commonwealth may also combine to form a branch Institute. The Institute is also attempting the more essential and difficult task of creating a human library of information which has not been written. It is endeavouring to keep itself in touch with persons of every point of view who have recent and special information on each country and each problem in the field of international relations, and to secure for its members facilities for free and intimate discussion with such people so as to enable them to arrive at conclusions for themselves. Groups of members already exist for the special study of subjects like the Balkans, the Near East, China and the Pacific, disarmament, reparations, etc., bringing together people who approach those questions from entirely different angles.'

(THROUGH REUTER'S AGENCY.)

FRANCE AND GERMANY.

A STEP TO REMOVE MUTUAL DISTRUST.

PARIS, June 1st.

An important step to foster Franco-German friendship and remove causes of mutual distrust, has been taken in the formation of a body styled the Committee of Information and Documentation, comprising numerous influential, commercial and industrial personalities of both countries, and also ex-Ambassador Laurent and Duke Broglie of the Academy of Sciences on behalf of France, and former Foreign Minister Simons and ex-Secretary of State, Von Simon, on behalf of Germany. Offices will be established in Paris and Berlin to exchange information.

INTERNATIONAL LABOUR.

DELEGATES DIFFERENCES AT GENEVA.

GENEVA, May 31st.

In a debate at the Labour Conference on the report of the Director of the Labour Office, notably with regard to the non-ratification of the Hours Convention, the South African delegate was most eulogistic as regards the report and generally the work of the Labour Office. On the contrary, Mr. Beasley, the workers' delegate from Australia, was more critical and felt "that the report lacks the direction necessary even to give effect to the ratification already agreed to by this Conference and lacks doing something tangible whereby social conditions might meet the terms of the Treaty of Peace. Mr. Beasley was dissatisfied with the work accomplished at Geneva, and added that for this reason it had been decided to call a conference at Honolulu of all the workers of the Pacific to discuss the matter, because of the probability of the next war occurring in that region.

THE KIEFF TRIAL.

POLICE OFFICIALS SENTENCED FOR BRIBERY.

RIGA, May 31st.

The trial at Kieff of 105 police officials, charged with bribery and abuse of power, has ended. Four were sentenced to death and seventy-one to various terms of imprisonment.

AMERICA AND EUROPE.

U.S. "COMMON SENSE" POLICY.

PRESIDENT COOLIDGE'S VIEWS.

(REUTER'S AMERICAN SERVICE.)

WASHINGTON, May 31st.

"Common sense" should be America's contribution to world peace, declared President Coolidge in the course of his Memorial Day address at the Arlington National Cemetery. He said Americans believed that other nations ought to join them in laying aside suspicions and hatreds sufficiently to agree among themselves upon methods of mutual relief from the necessity of maintaining great land and sea armaments. This would be impossible if they constantly had in mind resort to war for the redress of wrongs and enforcement of rights.

AMERICA AND EUROPE.

The League of Nations ought to be able to provide those countries with a certain political guarantee which the United States did not require; also the World Court could certainly be used for the determination of all justifiable disputes. Americans should not underestimate the difficulties of European nations, nor fail to extend to them the highest degree of patience and sympathy. "But we cannot fail to assert our conviction that they are in great need of further limitations of armaments."

THE COMING CONFERENCE.

The United States entered the preliminary Disarmament Conference with the utmost good faith, in the sincere belief that it represented the utmost good faith on the part of the other participants. They wanted to see the problems there presented stripped of all technicalities and solved in a way that would secure practical results. They were ready to support every effort in that direction.

WAR DEBTS.

President Coolidge declared that foreign war debts should be liquidated on a broad moral and humanitarian basis. He added that he believed the adjustments made would be mutually beneficial to the trade relations of the countries involved, and out of these economic benefits would be derived additional guarantees for stability and the peace of the world.

EVOLUTION IN U.S.

THE SCOPES CASE REVIVED.

NASHVILLE (Tenn.), May 31st.

The Scopes evolution case has been revived with an appeal before the State Supreme Court, in which Scopes' counsel in a carefully prepared argument attacks the law on the ground that it violates the Tennessee and United States Constitutions, which guarantee liberty of conscience, religion and speech.

On the other hand, Mr. William Jennings Bryan, Junior, has submitted a written argument in support of the Anti-Evolution Law.

AMERICAN INDEPENDENCE.

SESQUICENTENNIAL CELEBRATIONS IN U.S.

PHILADELPHIA, May 31st.

Showers of rain did not damp the enthusiasm of thousands who attended the sesqui-centennial celebration of America's independence. The proceedings opened with a salute of 150 guns. Mr. Kellogg and Mr. Hoover made speeches. Mr. Kellogg assuring his hearers that the spirit animating the founders of the Republic was alive to-day, but America's reluctance to participate in war had often been shown, both by her participation in international arms conferences and other ways in which she had encouraged the cause of peace.

SENSATION IN FLORIDA.

A REAL ESTATE BANKRUPTCY.

NEW YORK, May 31st.

A message from Jacksonville says the American-British Improvement Corporation, a developer of the Floradana Club, and one of the largest real estate developments in Florida, has filed its voluntary petition in bankruptcy. The assets are listed at \$2,557,000 and the liabilities at \$9,881,000.

HOME CRICKET.

AUSTRALIANS HIT UP BIG SCORE.

THE COUNTY PROGRAMME.

(THROUGH REUTER'S AGENCY.)

LONDON, May 31st.

In continuation of the match which was started at Lords on Saturday between Middlesex and the visiting Australian team, the Australians this morning carried their score (which stood at 337 for four wickets on Saturday) to 488. The team was all out by lunch time. Andrews, who made 164, "was dazzling at periods. He hit 22 fours and was batting for 193 minutes. The weather was fine and wicket good. Allen took five wickets for 20 runs.

Middlesex had made 233, for six wickets, when play closed. Stevens had put up the fine score of 114, not out, the next highest contributor being Hearn, with 59.

COUNTY MATCHES.

LONDON, May 31st.

Playing at Colchester, Leicester defeated Essex by ten wickets. The scores were—

Leicester, 277 and 4 for no wickets. Essex, 96 and 184.

The highest contributors for Leicester were Astill 78 and Sidwell 77. In Essex's first innings, Geary took five wickets for 41 runs and Skelding also five for 41 runs. Essex, who had to follow on, put up a better showing in their second knock, thanks to Freeman, who scored 52. Geary took four wickets for 42 runs and Astill five for 57.

GLOUCESTER BEAT WORCESTER.

Playing at Stourbridge, Gloucester defeated Worcester by ten wickets. The scores were—

Worcester, 144 and 135. Gloucester, 236 and 45 for no wickets.

For Gloucester, Parker took four wickets for 44 runs and Mills five for 57. Morrison, of Gloucester, was the only batsman to put up any show during the match, making 59 runs. Root took five wickets for 90 runs.

FUTURE TEST MATCHES.

LATER.

At a meeting of the Imperial Cricket Conference at Lords, Lord Hampden presiding over delegates from Australia, New Zealand, South Africa, India and the West Indies, a resolution which was moved, by Australia was unanimously adopted that Test Matches will in future be more than three-day matches and be played to a finish, if possible.

The following programme was passed: 1926/7, England visits South Africa; 1928, South Africa visits England; 1929/30, England visits Australia; 1930, Australia visits England.

Lord Harris moved that Australia be asked to reconsider the six-ball over for Tests in Australia with a view to uniformity.

NOTES & WARWICKSHIRE.

In this match at Nottingham, Warwickshire scored 135 and 234 (Wyatt scoring 64).

Notts collected 182 (Lilley 54) and 186 for 6 (Carr 76).

AMATEUR GOLF.

A WALKER CUP DECISION.

LONDON, May 31st.

The runner-up of the Amateur Golf Championship, Simpson (who lost to Swettery) has been officially informed that he has not been chosen for the Walker Cup team.

LAWN TENNIS.

PARIS, May 31st.

Vincent Richards beat Lacoste, 7-5, 4-6, 8-6.

BOXING.

HOOD WINS WELTER WEIGHT CHAMPIONSHIP.

LONDON, May 31st.

Fighting at Holland Park, for the British Welterweight championship, Jack Hood out-pointed Harry Mason.

DISAPPOINTING FIGHT.

The fight was staged by the National Sporting Club. There have only six fights for the Welter Championship been held in a quarter of a century, and the last was ten years ago. Mason, the ex-Lightweight Champion, recently entered the welters.

The bout opened at a fast pace, Hood towering over the stocky-built Mason, who took a count for eight in the third. At the half-distance, Mason appeared well ahead on points, despite a badly cut eye. There was an exciting slogging twelfth round Hood living up. Mason punched hard in the fourteenth, a fine right shaking Hood. Hood was aggressive from the sixteenth, although painfully slow. He fought the last round as though he considered the only way to a favourable verdict was by a knock-out. It was a disappointing first, with Hood's cheering the cheers of Hood's supporters.

THE HOME DERBY.

REVISED LIST OF PROBABLES.

LONDON, May 31st.

The following is the revised list of probabilities for the Derby:—

Apple Sammy (Jelliss).
Bassoon (Quirke).
Cimic (Smirke).
Colorado (Weston).
Comedy King (Dempsey).
Coronach (Childs).
Finglas (Archibald).
Harpagon (Elliott).
Lancegaye (Perryman).
Legros (Kirby).
Macanudo (Lane).
Pantera (Wragg).
Review Order (H. Bensley).
St. Mary's Kick (—).
Simon The Beggar (J. Leach).
Swift and Sure (R. Jones).
Tensicity (—).
Warmist (Ealing).
Hercules (—).

Among the Derby scratchings to-day were Grand Flight, Nine, Lancaster, and Lulworth Cove.

THE BETTING.

The latest Derby betting is as follows: Colorado 6/4 offered and 13/8 taken; Coronach 7/1; Swift and Sure 9/1; Lex 10/1; Apple Sammy 100/6; Finglas 22/1 taken and offered; Harpagon 25/1 offered; Cimic 28/1 taken and offered; Macanudo 33/1; Comedy King 40/1 offered.

THE BALLOON RACE.

AMERICAN WINS GORDON BENNETT CUP.

BRUSSELS, May 31st.

The American, Van Orman, whose balloon landed at Soelvestborg, Sweden, won the Gordon Bennett balloon race. A Belgian was the runner-up.

The weather generally was very bad and many forced landings were necessary.

(REUTER'S AMERICAN SERVICE.)

MOTOR RACE.

RESULT OF 400-MILE AMERICAN CONTEST.

NEW YORK, May 31st.

The Indianapolis fourteenth annual 500-mile motor speed race resulted thus: 1st, Lockhart; 2nd, Hartz; 3rd, Woodbury.

Owing to rain, the race was reduced to 400 miles. The winners' time was 4 hours, 13 minutes, 37.8 seconds.

LATER.

Lockhart drove the whole distance without a relief. He stopped to attend to the car after 250 miles and fell behind, but quickly regained his lead. He flashed past the winning post leading by five miles. Twenty-five started but many dropped out owing to the fierce pace. There were 140,000 spectators. Lockhart nets \$40,000.

ESKIMOS' FEAR OF THE "FLYING DEVIL."

CAPTAIN WILKINS DESCRIBES HIS FLIGHT.

THE ARCTIC WASTE.

The arrival of our aeroplanes at Point Barrow, where we had been awaited for a fortnight, caused a tremendous sensation, and the entire population of 200 Eskimos and a dozen white people rushed pell-mell to the landing field which had been prepared by the Eskimos, writes Captain G. H. Wilkins to the *Manchester Guardian*.

The teacher at the school told me that had she not stepped aside she would have been trampled upon by the school children who stamped from the classroom when the aeroplane hovered in sight. The stupefaction of the Eskimos at the sight of an aeroplane was related to me when I got to Barrow. One Eskimo driver of a dog team over whom we had downed a few hours before approaching Barrow, hid his sledge and would not emerge until an hour had elapsed, when he drove off like one possessed towards Barrow and reported that he had seen a "flying devil." The fellow, although later shown the aeroplane as a human contrivance, refused to approach it on the field, believing that it had something to do with witchcraft. The Eskimos call the aeroplane *tingmasoon*.

Some of them remember me when I was here with Stefansson's expedition in 1913, and they call me "Cap," while Pilot Eielson is familiarly called "Ben"—his nickname with us.

Our flight over the Endicott Mountains afforded me a view of the most rugged scenery I have even seen in my exploring experiences. For miles and miles on end knife-edged and sawtoothed ranges serrated the horizon, each more terrible than the one left behind. Beyond we found the tundra frozen and white as far as the aching eye could see. There was no twig, tree, or knoll to break the monotony of this amazing white expanse. The low willow trees and frozen streams were covered with snow and therefore were not visible from the air. I saw three mighty herds of caribou (American reindeer) trekking over the snow. When we were on the point of reaching Barrow the Eskimos danced their famous devil-chasing dance.

THE DOMINICAN ORDER.

ELECTION OF NEW SUPERIOR GENERAL.

When the Superior General of the Dominican Order, the Rev. Father Theisling, died on May 2nd, 1923, the Rev. Father Tamayo, provincial of the Philippine Islands, had to depart immediately for Rome to act as the Director of the Order, and to make all the preparations for the new election. The election was to be at the big Convent of St. Dominic of Oceana, near Toledo, Spain, as provided in the last General Chapter.

The Superiors and Electors of the Order, from all over the world, numbering 150 or more, had all to be assembled at the Convent on Ascension Day, as the election was fixed for the eve of Pentecost. The Dominican Fathers of the Spanish Procurator have received the news that the Rev. Father Buenaventura G. Paredes was elected the Superior General.

Father Paredes is a Spaniard and belongs to the Province of the Holy Rosary of the Philippine Islands. He was born on April 19th, 1869 (and is therefore in his 60th year) at Luarca in Asturias in the North of Spain. He entered the Dominican Order as a Novice at the Monastery of Oceana, on August 30th, 1893. After completing his philosophical studies, he was sent to study Theology at the famous Convent of St. Thomas of Avila, where he took the solemn vows on December 8th, 1887.

After being ordained a Priest, Father Paredes was sent to the Universities of Madrid, Salamanca and Valencia. In 1895 he received the degree of Doctor of Arts in the University of Madrid, and the following year he received the degree of Doctor in Civil Law. In July 1899 he was sent to the University of St. Thomas of Manila to take the classes of Civil Law and Arts. Shortly after he received the degrees of Doctor in Theology and Canon Law, to the great admiration of all the other Doctors and Professors of the Thricecentenary University of Manila. In 1903, being elected the Rector of the Convent of St. Thomas of Avila, he passed through Hongkong for the first time on his way to take up his new post.

In the Provincial Chapter of 1906, he was again appointed Professor of the St. Thomas University of Manila, and Director of the then well known Catholic daily paper "Libertas," defending vigorously the Catholic Church.

In the Provincial Chapter of 1910, he was elected Provincial of the Philippine Islands, and was re-elected in 1914 till the Chapter held in Manila at the end of 1917 on the occasion of the visit of the late Superior General Father Theisling. During his office as Provincial, Father Paredes visited the Missions in China, Tonkin, Japan and Formosa several times, and always visited Hongkong on his way to the Missions or to Spain and America. In 1911, accompanied by Father Naval, he went to New Orleans, to open the Theological College of "Rosaryville" in Fouchatoula, near New Orleans. Since that date, all the students from the Spanish Colleges, after completing their studies in Philosophy go to Rosaryville to study Theology, and to acquire some knowledge of English before being dispersed to the various Missions and Colleges in the Philippine Islands, and in the Far East.

After being released from the arduous tasks of the Provinciate at the end of 1917, Father Paredes was sent to Madrid as the Superior of the Community and Pastor of the well known Church of the Holy Rosary, and devoted his time to study, when not engaged in the many obligations as Pastor of a large Parish, and Superior of the Community. His advice was sought not only by people in Madrid, but from all over Spain. The news of his election as the Successor of the Order of Preachers, must have come as a thunderbolt.

The thoughtlessness of the human factor causes more than half of the accidents in our industrial organisation. —Sir W. Johnson-Pike.

There is perhaps in Germany a greater tendency to call in the aid of scientific training to industry than there is, generally speaking, in this country. —The Prime Minister.

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In Golf, the Dunlop "Maxfli" Ball is now recognized as the champions' ball. It is played by practically all the greatest golfers—sufficient testimony to its value.

In Tennis, the Dunlop Tennis Ball has already jumped right into first place and has been officially authorised. Its peculiar advantages, possessed by no other ball, have made it necessary to every player who wants to improve his or her game.

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[A.P.B.]

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[A.P.B.]

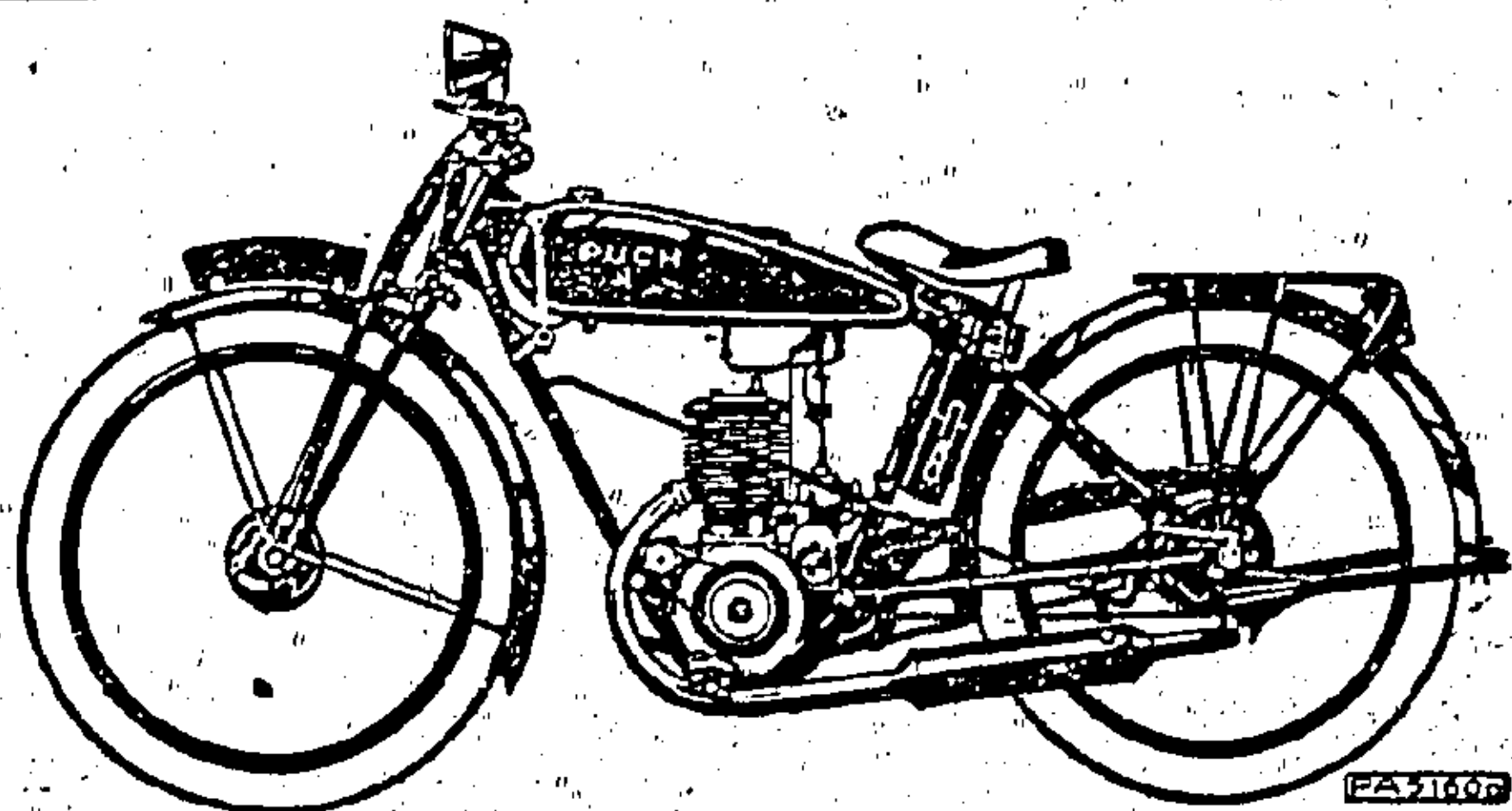
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[A.P.B.]



SOCONY
MOTOR OILS
AND
GASOLINE

Motoring Notes:

A Weekly

Review dealing with matters of interest to all local motorists.—The Art of Driving—The Safe Outlook.

[BY AN OWNER-DRIVER.]

It has recently been recorded in the London press that some hare-brained individual motored from London to Aberdeen at an average speed of forty-five miles an hour.

It is not stated that this misguided motorist has been placed, for an indefinite period, in the custody of the police. We do not know what punishment would fit the crime. A witty W. S. Gilbert might be able to devise some sentences for such an imbecile, just as he suggested that the billiard mania should be made to play with elliptical billiard balls.

Nothing less than being compelled to drive a car twenty times along the road from London to Aberdeen at a speed never to exceed two miles an hour and no stops would meet the case. Possibly the safest sentence would be detention in a lunatic asylum for a year or so.

THE CARS OF TO-DAY.

There are any number of cars in Britain that are sufficiently highly powered to take the hills at a high speed and feared to do at least miles per hour, that could travel from London to Aberdeen at an average speed of forty-five miles an hour.

It is a matter of congratulation that there is sufficient horse-sense amongst the general public as there is sufficient horsepower in many of the British cars. For there have been very severe comments about this foolhardy journey.

It is probable that the "hero" of this mad escapade now realizes that people do not admire idiots who imperil human lives for the sake of cheap notoriety.

This record proves nothing, except that the many road users passed by the speed maniac were all mercifully enough on the right side of the road. It is a tribute established by a relentless law-breaker to the law-abiding character of the motoring community in Britain.

The journey proved nothing in favour of the car and it is sincerely to be hoped that the makers of the machine used will not attempt to mention the episode for the sake of any advertising value they may suppose it possesses.

IN THIS COLONY.

A tribute may be paid to the sanity of nearly all motorists in this Colony. "Speeding" is not a popular pastime nor is it to be encouraged.

The chauffeurs of nearly all of the garages are extremely cautious. No doubt they fully understand that their livelihood depends on their licence. There is, however, some praise due to them because they may often think that the law is not observant.

Owner drivers have a great responsibility in this matter of speeding, especially well known residents in the Colony.

If, to take a very extreme case, the Chief Justice or the Colonial Secretary were to drive a car at about forty-five miles an hour through Aberdeen, the Chinese chauffeur taking a crowd of joy-riders round the island might easily "speed up" his car because of the example set him by one in authority.

THE NEW TERRITORY.

There have been noticed by more than one motorist in this Colony, cases of "speeding" in the New Territory.

There may be some excuse for "stepping on the gas" on an English road that has hedges each side and which is a hundred feet wide.

There can be no excuse for doing it in the New Territory. At any moment a pig, a child or even a water buffalo may appear unexpectedly in the path of the motorist.

A KOWLOON STORY.

The worst "speed merchants" in this Colony are the motor cyclists. There is a story, which was told a few years ago in Kowloon, of a motor-cyclist who "stepped on the gas" as he was covering a stretch of road, raised out of the paddy fields, beyond Castle Peak.

He reached fifty miles an hour when suddenly a big water buffalo appeared in his way.

Before he knew what had happened he had crashed into the animal. He found himself in the paddy field almost as soon

as he had realized that the collision was inevitable.

He saw in a glance that his nice new machine was wrecked hopelessly. What made him rub his eyes was the picture of the water buffalo standing in the middle of the road, calmly flicking the flies off his back with its tail.

The writer cannot vouch for the veracity of this story although the motor-cyclist who related it evidently believed it.

He was greatly scared at the idea of meeting any animal out in the New Territory. He complained most bitterly also about the pedestrians.

Some of us remember that the owner of quite a tiny 7 horse-power car was driving near to a village out there—Ping Shan is the name that comes to memory—and an old Chinese walked across the road into the headlight.

The car was moving quite slowly at the time but the poor old man was killed.

There was an inquest and full enquiry. In the end the relatives of the old man were compensated.

THE ROAD FROM REPULSE BAY.

While on the subject of speed it may be related that although, as a class, motor cyclists are very considerate, there are one or two who do move rapidly along the road from Repulse Bay to West Point.

It is said that one enthusiastic rider has boasted that he can get into town in about seven minutes.

The statement is probably exaggerated but there is no earthly reason why any rider should time himself and attempt to make records for speed in this Colony.

The roads are not built for speed. There are too many curves, "Safety First" is a slogan that young drivers should repeat as constantly as the followers of a certain doctor repeat "Every day and in every way, better and better and better."

THE OWNER-DRIVER.

A word of caution to the owner-driver may be permitted. The temptation to carry on an animated conversation with the passenger alongside must be resisted.

Usually the chief fault lies with the passenger who feels it a duty to make himself or herself affable.

With all due respect to the fair sex, ladies are the worst offenders. They usually do not realise the great danger. In this Colony it takes all of a driver's thought and attention to manipulate a car in traffic.

"Do not speak to the man at the wheel," is a request that should be painted on to the wind screen of all new cars. That would remind the passengers of every car to keep quiet when they sit next to the driver. It must be added, however, that, on the whole, the driving of cars and cycles is done with great and commendable caution.

POSSIBLE IMPROVEMENTS.

It was Mr. H. G. Wells who stimulated the general public to look ahead and to allow their imaginations to run riot about the future.

Amateurs are now constantly enquiring about the possibility of the petrol-gas turbine.

The steam turbine has been such a great success that there is every excuse for those who almost demand a turbine-driven motor-car.

As a matter of fact there are hundreds, possibly thousands, of active and well-trained minds at work upon the subject. Papers have been read before scientific societies in which the results of experiments have been disclosed.

THE DIFFICULTIES.

Discussions have revealed the many difficulties in the way. That has been the case with all new inventions. The difficulties have been there and the ingenious inventors have overcome them.

Let us consider, for a moment, the problems for inventors in connection with the modern car.

How can we expect improvement in such a highly perfected piece of mechanism?

The engine may be changed in favour of one working on the turbine principle.

The gears may be abolished. That would be a great triumph.

We know that the gear business is not at all a perfect way of changing the speed of a car, but no one has produced any new idea that has replaced the gear wheels.

All sorts of devices have been suggested but the acid test of a commercial trial has left the gear wheels in nearly all cars.

The petrol electric system has been successful on motor buses but the ordinary private car still uses gear wheels.

Perhaps that will change before we have the turbine prime mover to supply the power. It would simplify the driving of a car if there were no gear wheels.

CERTIFIED REPAIRERS.

In Great Britain there have been many complaints about the bad work and the high charges made by some of the smaller garages.

The Institution of Automobile Engineers has therefore put forward a scheme for training automobile repairers.

The course outlined by the Institution includes both practical experience and theoretical instruction. Both are essential if the repairer is to be really reliable.

THE GARAGE WORK.

Let us consider for a little what the work done in an ordinary garage really is.

There is the sale of petrol, oil, plugs, etc. That class of salesmanship is fairly simple. It should be easy to make a reasonable profit out of that side of the business.

When it comes to doing actual repairs the employee in a garage may be required to perform a variety of operations. Some of the work is simple and can be done by an intelligent amateur who has taken an interest in the subject.

It is, however, a great fallacy to assume that all repair work is simple. Sometimes the skill needed is every bit as high a grade as that required to build the car.

Many adjustments can be made quite easily to the engine, but when it is a matter that affects the chassis it is quite another sort of business.

It must be remembered that there are a great many different makes of car, and it may be quite an easy matter for a garage repairer to make an adjustment on one car but difficult for him to do the same job on a car of another make.

THE CERTIFICATE.

It seems a sound scheme to issue certificates stating that the holder is a "Certified Automobile Repairer." The good man will gain by the confidence that this will give to the general public.

The indifferent or the dishonest garage worker will probably soon lose his certificate, if he ever gets one.

Naturally enough we are led to wonder if some similar scheme could be introduced in the Colony. There should be some system of giving instruction to drivers. Anyone who attained to a certain standard would obtain a certificate—preferably a Government certificate.

The paid drivers would strive hard to obtain the qualification. The owner-drivers would be willing to work for it in their spare time.

The idea needs working out in great detail but it is an idea that is well worthy of full investigation.

INTERPORT CRICKET.

HONGKONG F.M.S.

FIRST DAY'S PLAY.

The second of the series of interport matches opened yesterday at Kuala Lumpur, when Hongkong were opposed by a team representing the F.M.S.

Hongkong batted first and were all out very quickly for a total of 41 runs.

E. B. Reid was the highest scored with 9 (not out).

Dr. Hennessey took 7 wickets for 10 runs and Bostock Hill 3 for 23.

There was time for the F.M.S. to commence their innings before tiffin and at the tiffin interval they had scored 18 for the loss of 3 wickets.

By tea time they had increased their total to 97 for the loss of 6 wickets.

Rhodes had scored 32 (not out) and Brenier 25.

Obviously the wicket was a difficult one but the Hongkong players, although their collapse was fairly complete, had, it seems, grown a little more accustomed to Bostock Hill's bowling. It will be remembered that in the match in Singapore Bostock Hill captured 9 wickets for 10 runs.

Dr. Hennessey visited Hongkong with the Straits team in 1922 and then bowled uncommonly well. It was indeed his fine performance in the second innings that ensured victory for his side.

Brenier has played Interport Cricket with Hongkong in the F.M.S. team over a longer period than R. H. B. Hancock.

INTERVIEW WITH R. H. B.

HANCOCK.

The Hongkong team were entertained to dinner at the Hotel Europe on Saturday and left for Kuala Lumpur on Sunday evening.

This evening they will return for their match with Singapore which will be played to-morrow (Thursday) and Friday.

To-morrow a tiffin will be held at the Cricket Club and on Friday the Hongkong visitors will attend the King's Birthday Ball at Government House. The Hongkong team have been visiting members of various clubs and excellent arrangements have been made generally for their entertainment.

In an interview R. H. B. Hancock informed a Straits Times representative that Hongkong did not represent the full cricket strength of this Colony.

Conditions in Hongkong, he said, had been rather difficult during the past year, and for that and other reasons several players who were invited to join the team had been unable to get away.

He did not think we could have done much better as regards bowling, but our batting strength would have been much improved by the inclusion of these players.

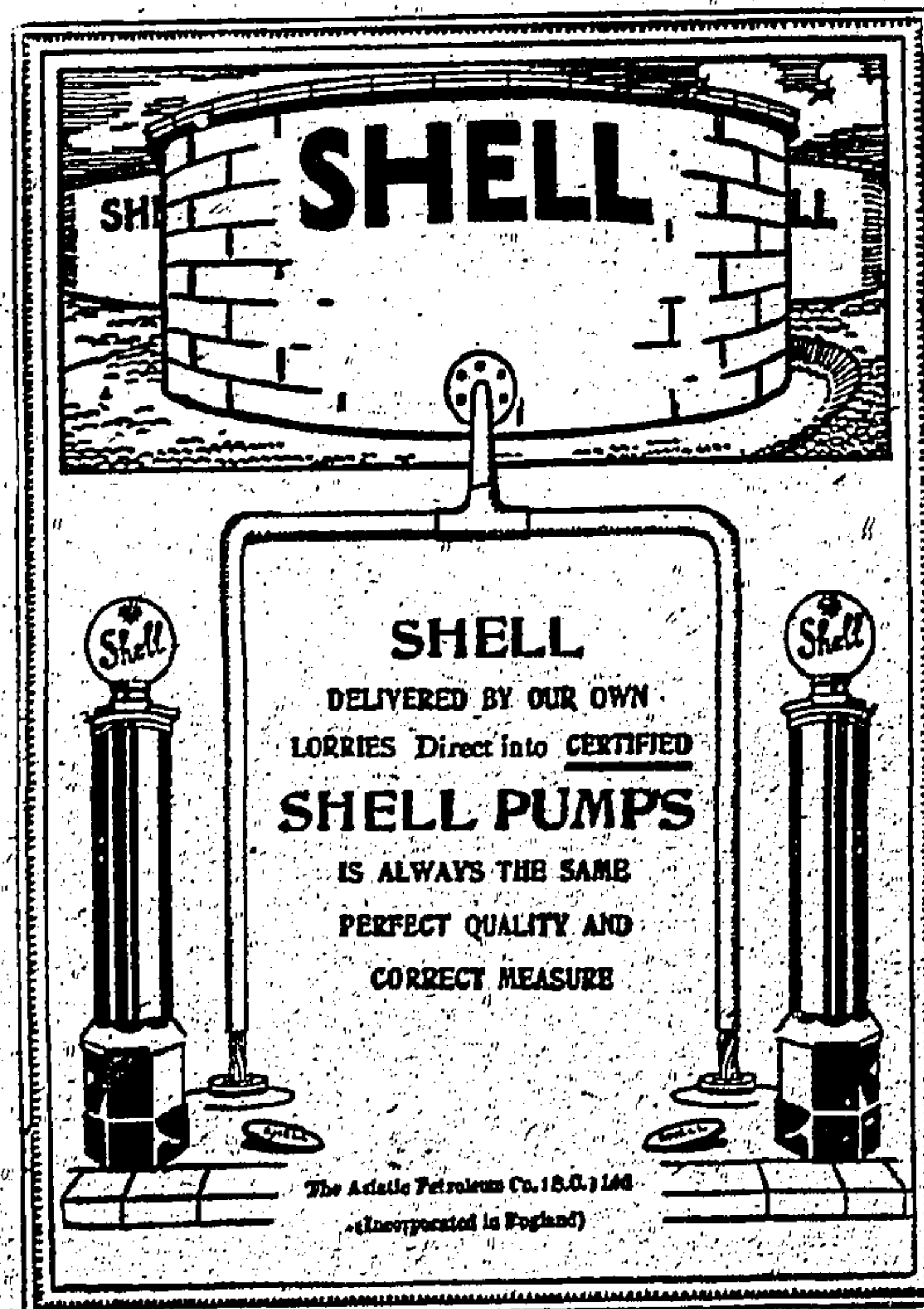
Capt. Morris and Capt. Armstrong, two regular members of the Colony team, had been unable to play, and other notable absentees, whom he mentioned, included H. Owen Hughes, the best slip fielder in Hongkong, and A. W. Hayward, one of the Colony's most useful batsmen.

Asked how local conditions were likely to affect the visitors, Mr. Hancock pointed out that cricket was only played in Hongkong during the cool weather, the season lasting from October to March, and they were not accustomed to playing in the tropical sunlight experienced in Malaya.

Another point of difference was the wickets, which were slower in Malaya; in Hongkong the wickets were very fast.

Mr. Hancock added that he was the only cricketer now playing in Hongkong who played against the Straits team which went to China in 1901.

The Hongkong team, it is interesting to note took a slipcatching machine with them which they used during the voyage.



CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM
NAVIGATION CO.'S STEAMER
"PADUA"

ARRIVED HONGKONG ON 1st JUNE, 1926.

FROM ANTWERP, LONDON, GIBRALTAR,
MARSEILLES, MALTA, PORTSAID,
ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above
named Vessel are hereby informed
that their Goods are being landed and
placed at their risk in the Hongkong
and Kowloon Wharves and Godowns
of the Peninsular and Oriental Steam
Navigation Company's Godowns at Kowloon,
where each Consignment will be sorted out
Mark by Mark and Delivery can be obtained as
this vessel brings on Cargo from Persian
Gulf ex B.I.S.N. and B. & P.S.N. Co.'s
Steamers.

Optional Goods will be landed here unless
Instructions have been given to the contrary
Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including
date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's Surveyors, Messrs. Goddard
& Douglas, at 10 a.m. on Mondays
and Thursdays, within the Free Storage Period.

All Claims against the Steamer must be
presented to the Underwriter on or before
21st June, 1926, or they will not be
recognized.

No Claims will be admitted after the Goods
have left the Godowns.

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 1st June, 1926. [3636]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel
"GLEN" LINE, LIMITED.

having arrived from the above ports, Consignees
of Cargo by her are hereby informed that all
Goods are being landed at their risk into the
hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Ltd., whence, and/or from the
wharves, Delivery may be obtained.

Goods not cleared by the 8th June,
1926, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages
are to be left in the Godowns, where they will
be examined in the presence of Consignees
by Messrs. Goddard & Douglas, on 7th
June, 1926, at 10 a.m. Claims against
the Steamer including those for Cargo short
delivered must be presented on the Special
Form provided, and must also be submitted
within 30 days of arrival, otherwise they will
not be recognized.

No Fire Insurance will be effected by us in
any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 1st June, 1926. [3635]

THE BEN LINE STEAMERS, LTD.

FROM LEITH, MIDDLESBRO', ANTWERP,
LONDON AND STRAITS.

The Steamship "BENGLOE."

CONSIGNEES of Cargo are hereby informed
of that all Goods are being landed at
their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
whence, and/or from the wharves
Delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 4th June, 1926, will be
subject to Rent.

All Claims against the Steamer must be
presented to the Underwriter on or before the
18th June, 1926, or they will not be recognized.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 4th June, 1926, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 28th May, 1926. [3617]

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE.

FROM NEW YORK.

THE Steamship
"CITY OF SALISBURY"

having arrived, Consignees of Cargo by her are
informed that all Goods are being landed at
their risk into the hazardous and/or extra-
hazardous Godowns of Holt's Wharf,
whence Delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 4th June, 1926, will be
subject to Rent.

All Claims against the Steamer must be
presented to the Underwriter on or before
12th June, 1926, or they will not be
recognized.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on any Tuesdays or Fridays, between
the hours of 10.45 a.m. and Noon, within the
Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents.

Hongkong, 30th May, 1926. [3628]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM
NAVIGATION CO.'S STEAMER
"JEYPORE"

ARRIVED HONGKONG ON 31st MAY, 1926.

FROM DOMRAT, COLOMBO AND
STRAITS.

CONSIGNEES of Cargo by the above
named Vessel are hereby informed that their
Goods are being landed and placed at their
risk in the Hongkong and Kowloon Wharf and
Godown Company's Godowns at Kowloon,
where each Consignment will be sorted out
Mark by Mark and Delivery can be obtained as
this vessel brings on Cargo from Persian
Gulf ex B.I.S.N. and B. & P.S.N. Co.'s
Steamers.

Optional Goods will be landed here unless
Instructions have been given to the contrary
Six hours before arrival of the Steamer.

Goods not cleared within 8 days, including
date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees,
and the Company's Surveyors Messrs. Goddard
& Douglas at 10 a.m. on Mondays
and Thursdays, within the Free Storage period.

All Claims against the Steamer must be
presented to the Underwriter on or before
20th June, 1926, or they will not be recognized.

No Claims will be admitted after the Goods
have left the Godowns.

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 31st May, 1926. [3629]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
CO., LTD.

CONSIGNEES per Company's Steamer
"PHEMIUS"
are hereby notified that the Cargo will
be discharged into Holt's Wharf, Kowloon,
where it will lie at Consignees' risk and
subject to Terms and Conditions of Storage at
Holt's Wharf. The Cargo will be ready for
Delivery from Godown on and after 31st May.

Optional Cargo will be landed, unless Notice
has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on any Tuesdays and Fridays
between the hours of 10.45 a.m. and Noon
within the Free Storage period.

No Claims will be admitted after the Goods
have left the Steamer's Godown, and all Goods
remaining undelivered after the 6th June,
will be subject to Rent.

All Claims against the Steamer must be
presented to the Underwriter on or before the
20th June, or they will not be
recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 31st May, 1926. [3633]

NOTICE TO CONSIGNEES.

ELLERMAN LINE.

FROM EUROPE.

THE Steamship
"CITY OF NAPLES"

having arrived, Consignees of Cargo by her are
informed that all Goods are being landed at
their risk into the hazardous and/or extra-
hazardous Godowns of Holt's Wharf, whence
Delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after 4th June, 1926, will be
subject to Rent.

All Claims against the Steamer must be
presented to the Underwriter on or before 11th
June, 1926, or they will not be recognized.

All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on any Tuesdays or Fridays, between
the hours of 10.45 a.m. and Noon, within the
Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents.

Pongkong, 29th May, 1926. [3624]

**MARTIN'S
PILLS**
ADIOL & STEEL
Sure and certain for all Female
complaints. Every lady should
keep a box in the house.
Chemists and Stores sell
them throughout the world.
Proprietors
MARTIN, Chas., Southampton, England.

ON SALE
HONGKONG HANBAID REPORTS
OF THE MEETINGS OF THE
LEGISLATIVE COUNCIL for the
Session 1925.
Revised by Members.
PRICE 85
DAILY PRESS OFFICE.

BILLIARDS.

COMPETITIONS AT DOCKYARD
CLUB.

At the Royal Naval Dockyard Officers'
Club on Monday evening a series of
billiards and snooker matches were play-
ed with members of the Dockyard Recrea-
tion Club, the latter Club winning the
billiards by four games to one; while
the snooker games ended in a draw, two
games all.

The scores were as under:—

BILLIARDS.	
Officers.	
Mr. Gillingham	66
Mr. Leys	74
Mr. Hargreaves Brown	88
Mr. Sears	80
Rev. Hewitt, R.N.	125
D.R.C.	
Mr. Jones	125
Mr. Fish	125
Mr. Alderman	125
Mr. Moor	125
Mr. Matthews	98

Snooker.	
Leddra and Lyl	50
Allen and Ross	34
McQueen and Kill	11
Leys and Gillingham	48
D.R.C.	
Phillip and Griffiths	37
Jefford and Oswald	43
Lewis and Spanton	103
Phillip and Griffiths	45

FALKNER AT THE INSTITUTION
OF ENGINEERS.

At the Institution of Engineers last
evening Claud Falkner, the British
professional billiards player, scored an
easy victory over W. Brown. The final
scores in the game of 800 were Falkner
618, Brown 80. Falkner scored his
highest break, 257, on his last visit to the
table. His next best break was 221, and
almost at every visit to the table he
reached double figures.

In a game of snooker with A. H.
Osmund, the billiards champion of the
Colony, Falkner won by 51 points to
33.

INTERPORT SHOOTING.

HONGKONG DEFEATS SINGAPORE.

On Sunday at the Taikoo Range, the
Hongkong rifle interport team scored
850, an average of 89.6 per man. Whether
Shanghai has fired off is not yet
known, but it is satisfactory to note that
Hongkong has beaten Singapore, who
scored a total of 837, an average of 83.7
per man.

H.K.C.C. TENNIS TOURNAMENT.

RAIN INTERFERES AGAIN.

The Finals of the Open Singles Cham-
pionship and the Mixed Doubles had to
be postponed for a third time yesterday
owing to rain.

They are now fixed to take place on
Friday. If weather conditions are again
unfavourable, the matches will be played
off on the first fine day next week.

SUNRISE AND SUNSET IN

HONGKONG.

FOR JUNE, 1926.

(STANDARD TIME OF THE 180TH MERIDIAN,
EAST OF GREENWICH).

Date.	Sunrise.	Sunset.
June 2nd	5.38 a.m.	7.03 p.m.
3rd	5.38	7.04
4th	5.38	7.04
5th	5.38	7.05
6th	5.38	7.05
7th	5.38	7.06
8th	5.38	7.06
9th	5.38	7.06
10th	5.38	7.07
11th	5.38	7.07
12th	5.38	7.07
13th	5.38	7.08
14th	5.38	7.08
15th	5.38	7.08
16th	5.38	7.08
17th	5.38	7.09
18th	5.38	7.09
19th	5.38	7.09
20th	5.38	7.10
21st	5.38	7.10
22nd	5.38	7.10
23rd	5.40	7.10
24th	5.40	7.10
25th	5.40	7.11
26th	5.40	7.11
27th	5.41	7.11
28th	5.41	7.11
29th	5.41	7.11
30th	5.41	7.11

Fairy Stories:—"Boy" said the
Shanghai young man, "I absolutely
refuse to sign a chit. Take that pencil
away and let me pay cash." And an-
other—"George," said his companion,
a Shanghai girl, "I will not allow you
to take me home in a car. Call two
rickshaws."—N.C. Daily News.

Once over 1926, I firmly look for the
world consumption of rubber to have
caught up all that everybody can pro-
duce.—Mr. R. Arnold (Pilmoor Rubber
Company).

PASSENGERS.

ARRIVALS.

By the s.s. *Glenara*, on June 1st:—
Mr. and Mrs. T. Goodman, Mr. J. K.
Ross, Mrs. C. Hall, Mrs. Ingram, Miss
Lowe, and Mr. and Mrs. Harry Grove.

By the s.s. *President Jackson* (Admiral
Oriental Line), from Seattle via ports,
on May 31st:—Miss Irene Ahwe, Mr.
G. J. Bergland, Mr. F. R. Carlin, Mr.
Gudmundson, Prof. and Mrs. E. E.
Hallenbeck, Mr. Harman, Mr. and
Mrs. H. C. Lamond, Master Henry
Lamond, Mr. Dale W. Maher, Mr. Wm.
McDonald, Mr. K. Valley, Mr. T. B.
Williams.

DEPARTURES.

By the s.s. *Tandu*, for Australia, on
June 1st:—Mr. and Mrs. J. B. Boyers,
Mr. T. Robertson, Mr. and Mrs. J. L.
Shellshar, Miss N. Hewlett, Mr. S.
Lope, Mr. D. Garland, Mr. L. J. Green,
Mr. F. A. May, Mr. H. L. Young, Mrs.
R. Fowler, Mr. L. Moller, Mr. C. Stepa-
noff, Mr. P. Tenison, Mr. H. Askeland,
Capt. H. O. Udden, Capt. T. Christen-
son, Mrs. W. D. Pencock, Miss A. Woods,
Mr. and Mrs. M. Pierce, Mr. and Mrs.
J. B. Ferrier and son, Mrs. C. W.
Butson and child, Mr. A. A. Jacobs, and
Mr. K. Valley.

Per s.s. *President Jackson* (Admiral
Oriental Line), on June 1st:—Mr. M. F.
Barnes, Mr. J. W. Bruce, Mrs. J. W.
Cairns, Mr. and Mrs. R. W. Feller, Mr.
and Mrs. W. R. Hamme, Col. Frank J.
and Mrs. Griffin, Mr. C. A. Heilmann,
Mrs. B. C. Johnston, Miss Anna M.
Johnston, Brig.-Gen. J. W. Joyce, Mrs.
E. Kallerman, Mr. and Mrs. F. G.
Keefe, Mr. and Mrs. H. S. Clementi,
Mr. and Mrs. H. C. Lamond, Mr. F. R.
Carlin, Mrs. H. B. McCoy, Mr. and Mrs.
F. W. Mechner, Miss E. Mitchell, Major
B. Y. Reed, Miss Alma Smith, Dr. J. V.
Torney, Miss I. Torney, Miss M.
Torney, and Mr. Jose Valderas.

VESSELS EXPECTED.

Changte (Australian-Oriental Line), due
June 14th.
Empire of Asia (C.P.R.), due June
14th.
Empire of Australia (C.P.R.), due to-
day.

VESSELS IN DOCK.

The following vessels are in Dock:—
Kowloon Dock:—*Passat*, *Chak Sang*,
City of Salisbury.
Taikoo Dock:—*Kinshan*, *Anking*, *Seang
Bee*.

Want
a Pick-me Up?

Milk Stout's the Thing—
Say SIMONDS' "MILK
STOUT" next time.
You'll never say "Stout"
again. It's delicious,
bang full of flavour,
nutriment, and invigora-
tion.

Each Pint contains the
energising carbo-hydrates
of 10 ozs. pure Dairy
Milk.

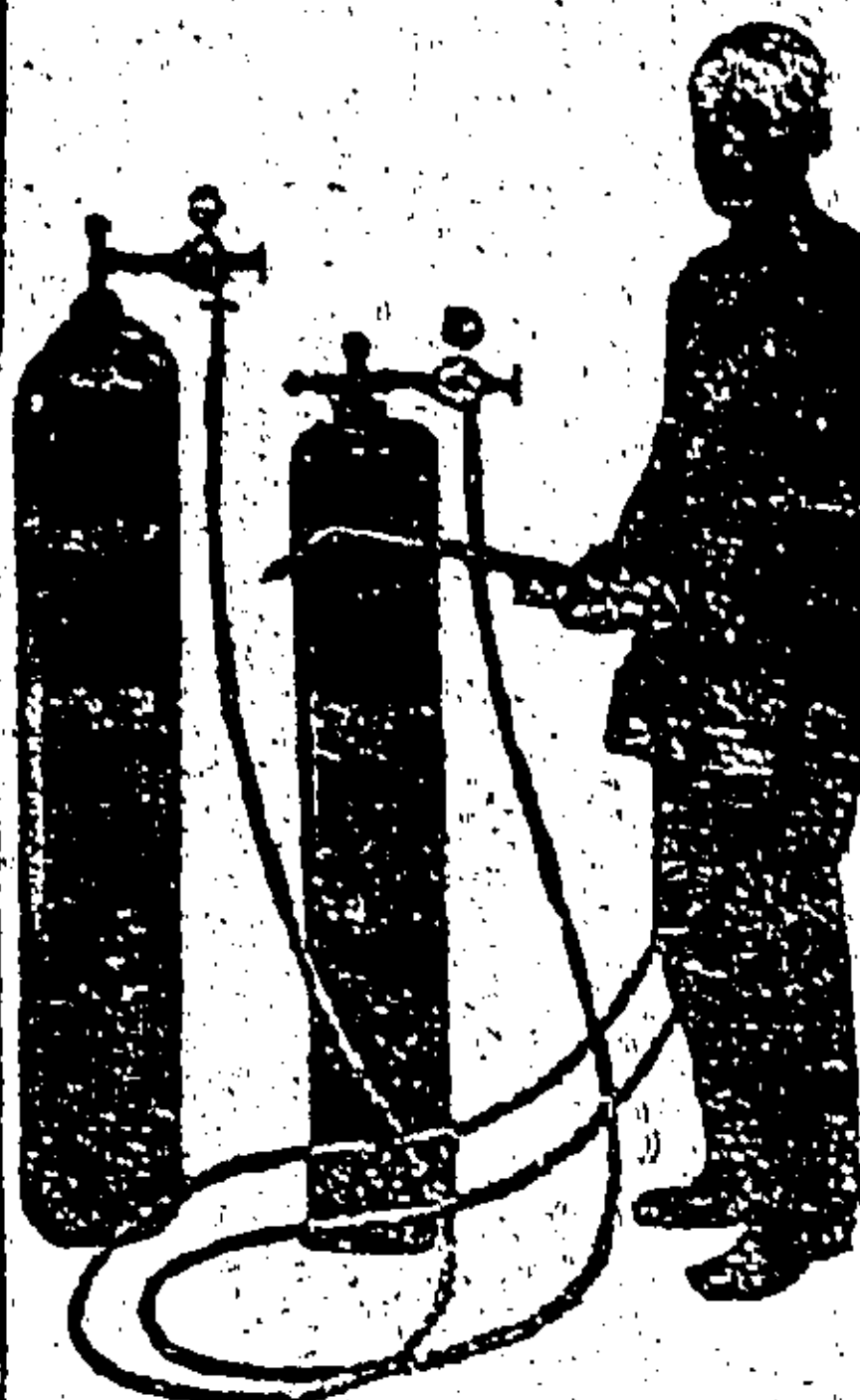
Sole Agents:

CALDERBEE MACGREGOR & Co., Ltd.
HONGKONG
Phone Central 75

Brewers—

M. & G. SIMONDS Ltd., READING, ENGLAND
Established over 120 years

S.O.A.E.O.



DEALERS

AND
MANUFACTURERS
of Oxygen and
Acetylene Gas

THE FAR EAST OXYGEN AND
ACETYLENE CO., LTD.

BEST REPAIRS!
LOWEST PRICES!

BOILER REPAIRS
A SPECIALITY.

Autogenous Welding of all Metals by
Oxy-Acetylene and Electric Processes.

APPLY OFFICE:—20, DES VIGUEUX ROAD CENTRAL—2nd Floor

Telephone C. 2344

For Urgent Repairs:—Kowloon 788.

Special Running Service in Our Workshops at Kowloon (To-Kwa-Wan) for
URGENT REPAIRS required during the NIGHT-INCLUDING HOLIDAYS

A.P.B.

SHIPBUILDERS,
SHIP REPAIRERS,
BOILER MAKERS,
FORGE MASTERS,
OXY-ACETYLENE AND
ELECTRIC WELDERS,
MECHANICAL AND
ELECTRICAL
ENGINEERS.

—DRY DOCKS—

Length 787 Feet.

Length on Blocks 750 Feet.

Depth on Centre of

SH (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up

8,000 Tons Displacement

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius

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TELEPHONE No. 212.

CALL FLAG: "C" OVER "ANS. PERMANENT."

— 61

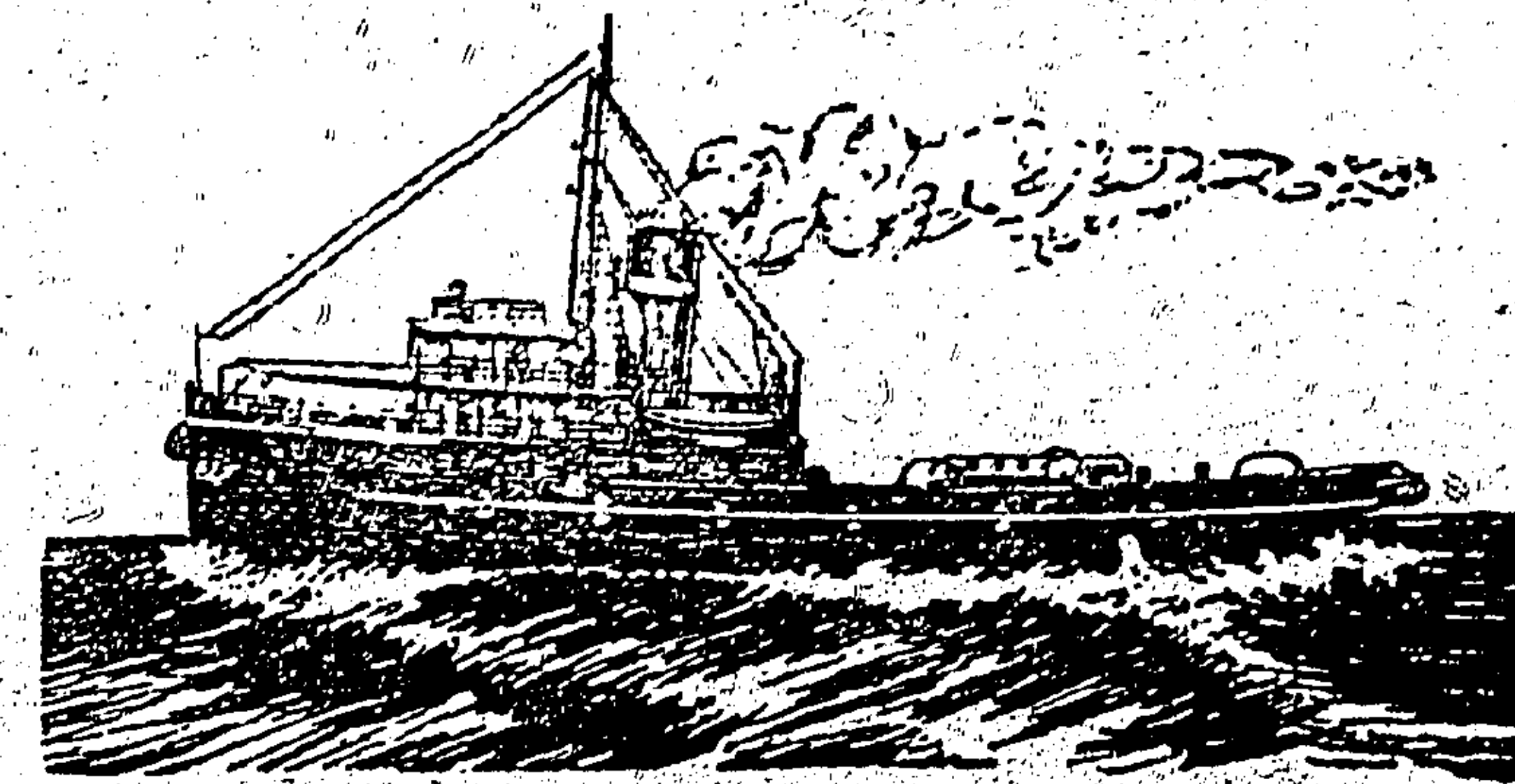
The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG

Codes Used: A1, A.B.O. Fifth Edition; Engineering: First and Second Edition

Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Reswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own
service, 1921. Length 185' B.P., Breadth 34' (m); Depth 17' (m); L.H.P. 2,000. Fitted with electrically driven
reversible centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.
Please address enquiries to the Chief Manager.

B. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hongkong.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.
VETARZO BLOOD
MEDICINE

Never before was there anything like it, nor are its marvellous properties likely ever to
be equalled in diseases arising from impure blood. It searches out and expels from the
vital current every lurking trace of poisonous matter, curing blood and skin diseases,
scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gout, rheuma-
tism, gonorrhoea or Derbyshire Neck, etc. It improves the general health and quickly
removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough,
too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.

SHIPPING NEWS.

ARRIVALS.

May 31st.
Antenor, British str., 6,800 tons, Capt. J. G. Reynard, from Shanghai, which port she left on May 29th, with a general cargo, lying at Holt's Wharf.
—B. & S.

Carmarthenshire, British str., 4,080 tons, Capt. W. H. Baker, from Otaru and Shanghai, the latter port she left on May 28th, with a cargo of bean oil, lying at buoy No. A2—Jardine, Matheson & Co.

Margate, Norwegian str., 330 tons, Capt. J. Jorgensen, from Batavia and Basar, with a cargo of coal, lying at buoy No. C13—Thoresen & Co.

Phranung, Chinese str., 1,022 tons, Capt. H. C. Kiddle, from Quinhon, with general cargo and live stock, lying at buoy No. C11—Cheong Yue S.S. Co.

President Jackson, American str., 8,377 tons, Capt. John Griffith, from Seattle, which port she left on May 10th, with a general cargo, lying at Kowloon Wharf—Admiral Oriental Line.

Sui Yik, Chinese str., 175 tons, Capt. Lo Shui, from Sha U Chung, with fruits and cattle, lying at Luen Cheong Wharf—Koo Hoi S.S. Co.

Tunkin, French str., 845 tons, Capt. F. L. Morvan, from Haiphong, with a general cargo, lying at buoy No. C13—Messageries Maritimes Co.

June 1st.
Ambassador, British str., 2,053 tons, Capt. J. L. Williams, from Barry and Sabang, with a cargo of coal, lying at buoy No. A26—Bank Line.

Glentara, British str., 4,123 tons, Capt. T. F. Ingram, from London, which port she left on April 17th, with a general cargo, lying at Kowloon Wharf—Jardine, Matheson & Co.

Hui Yik, British str., 831 tons, Capt. W. C. Passmore, from Foochow and Amoy, with a general cargo, lying at Douglas Wharf—Douglas, Laprak & Co.

Kueichow, British str., 1,250 tons, Capt. John S. de Wolf, from Tientsin and Weihaiwei, with a general cargo, lying at buoy No. C13—B. & S.

Padua, British str., 3,073 tons, Capt. H. B. Northcote, from London, which port she left on April 17th, with a general cargo, lying at Kowloon Wharf—Mackinnon, Mackenzie & Co.

Tak Hing, Chinese str., 195 tons, Capt. Lo Shan, from Sha U Chung, with vegetables and fish, lying at Luen Cheong Wharf—Koo Hoi S.S. Co.

Van Chuan, Dutch str., 2,650 tons, Capt. H. C. Blits, from Singapore, which port she left on May 26th, with a general cargo, lying at buoy No. A20—J.C.J.L.

Vinimale, Italian motorship, 5,415 tons, Capt. S. Fabiani, from Yokohama and Whampoa, lying at buoy No. A25—Dodwell & Co.

Wakasa Maru, Japanese str., 3,77 tons, Capt. B. Matsukura, from Moji, which port she left on May 27th, with a general cargo, lying at buoy No. A26—N.Y.K.

CLEARANCES.

June 1st.
Antenor, for Singapore.
Glentara, for Shanghai.
Kueichow, for Swatow.
Kwai Sang, for Hongkong.
Padua, for Shanghai.
Pou Sang, for Kwang Chow Wan.
President Jackson, for Manila.
Sui Yik, for Haiphong.
Tak Hing, for Haiphong.
Tone Maru, for Takao.
Van Chuan, for Singapore.
Vinimale, for Singapore.
Wakasa Maru, for Saigon.

HONGKONG SHIPPING.

Yesterday's statement was similar to that of Sunday, showing an upward tendency in respect to all freight entered. There was an increase in total cargo of 41,915 tons, compared with the figures for the previous twenty-four hours. Hongkong cargo increased by 3,494 tons, and that for ports beyond by 38,421 tons.

The number of vessels in the harbour at 9 a.m. yesterday was 58, of which 29 were British. The arrivals for the preceding twenty-four hours numbered 10, viz.: seven British, one French, one American, one Norwegian, three Japanese and three Chinese. The departures over the same period came to eleven, viz.: three British for Amoy, one Chinese for Haiphong, one Chinese for Sha U Chung, one British and one Dutch for Shanghai, one Portuguese for Kwang Chow Wan, one Japanese for Batavia, one British for Singapore and one British for Miri. Clearances came to six, viz.: one British for Haiphong, two British for Manila, one British for Amoy, one Japanese for Shanghai, one Japanese for Singapore.

HAMBURG AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

SAILINGS FOR SHANGHAI AND JAPAN—

S/S "PREUSSEN" ... due here on or about 8th of June
S/S "ERMLAND" ... due here on or about 8th of July
SAILINGS FOR EUROPE ... due here on or about the 14th June
S/S "VOGTLAND" ... due here on or about the 15th July
S/S "PREUSSEN" ...

For freight, passage and further particulars please apply to
JEBSEN & CO.
12, PEDDER STREET.
TEL. C. 2225.

CARGO ENTERED.

(During the 24 hours ended at 9 a.m. yesterday.)
For Hongkong ... 10,811 tons.
For ports beyond ... 41,181 "

Total ... 51,692
(During the previous 24 hours ended at 9 a.m. on Monday.)
For Hongkong ... 7,027 tons.
For ports beyond ... 2,750 "

Total ... 9,777
Of the cargo entered for Hongkong, 4,693 tons were in British bottoms, including 2,000 tons of coal and 1,500 tons of general cargo. Of the 5,115 tons in other vessels, the heaviest entry was 1,800 tons of coal and the next best 1,332 tons of general. Cargo for ports beyond was exceptionally heavy. British vessels carried 25,084 tons, including two entries of over 6,000 tons (one being coal) and two of over 4,000 tons. Other vessels carried 18,117 tons, the largest entry being 9,600 tons.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—

Jeppore (British) from Bombay and Singapore with 540 tons of general cargo, mail and 3,600 tons for ports beyond;

Hydangra (British) from Kwang Chow Wan with 100 tons of cargo and mail;

Carmarthenshire (British) from Otaru and Shanghai with a nil entry for Hongkong, 6,400 tons of miscellaneous cargo for ports beyond;

Antenor (British) from Taku Bar and Shanghai with a nil entry for Hongkong, mail and 4,500 tons for ports beyond;

Ambassador (British) from Barry and Sabang with 2,000 tons of coal and 6,000 tons of coal for ports beyond;

Glentara (British) from London and Singapore with 370 tons of general cargo, mail and 4,704 tons for ports beyond;

Kueichow (British) from Tientsin and Weihaiwei with 1,300 tons of general cargo and mail;

Tunkin (French) from Haiphong with 800 tons of general cargo and mail;

President Jackson (American) from Seattle and Shanghai with 56 tons of Box Shooks, 113 tons of lumber, 51 tons of flour and 214 tons of general cargo, mail and 1,564 tons of flour, lumber, autos, cotton goods and eggs for Manila;

Margate (Norwegian) from Batavia and Bahr with 1,800 tons of coal;

Wakasa Maru (Japanese) from Yokohama and Moji with 51 tons of general cargo, mail and 1,207 tons for ports beyond;

Ceylon Maru (Japanese) from Yokohama and Moji with 48 tons of general cargo, mail and 3,746 tons for ports beyond;

Kashima Maru (Japanese) from Midlandburgh and Singapore with 600 tons of general merchandise, mail and 8,600 tons for ports beyond;

Sui Yik (Chinese) from Sha U Chung with 27 piculs of fruit;

Tak Hing (Chinese) from Nam Tau with 50 piculs of vegetables, and 10 of fish;

Phranung (Chinese) from Quinhon with 600 tons of general cargo.

Later arrivals yesterday, too late for inclusion in the above returns, were as under:—

Hai Ning (British) from Foochow and Amoy with 500 tons of general cargo and mail;

Padua (British) from London and Singapore with 3,841 tons of general cargo and mail;

Vinimale (Italian) from Yokohama and Whampoa with a nil entry for Hongkong, but 1,731 tons for ports beyond;

Tak Hing (Chinese) from Nam Tau with 100 piculs of vegetables and 12 of fish.

SHIPPING NOTES.

The Master of the s.s. Ambassador (British) from Barry and Sabang, reported to the Harbour Office yesterday that during the voyage a sailor met with an accident which resulted in a fractured leg.

A paint scraper at the Taikoo Docks received injuries to his head in a fall from a life boat on the s.s. Seang Bee on Monday.

At the Marine Court yesterday, before Lieut. Commander G. F. Hole, R.N., the master of a passenger boat was fined \$10, with the alternative of ten days' hard labour, for a breach of his passenger boat licence. Defendant was convicted of carrying 40 bags of empty bottles in addition to the passengers' luggage allowed.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 239, the biggest entry being 141.

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

17 Days from Hongkong to Vancouver.

LARGEST AND FASTEST STEAMSHIPS.

(Special) FARES TO EUROPE
£120 £113 £93

VICTORIA AND VANCOUVER

via SHANGHAI and JAPAN PORTS.

STEAMERS	H'kong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF RUSSIA	May 28	May 31	June 3	June 5	June 13
EMPRESS OF AUSTRIA	June 11	June 14	June 16	June 18	June 26
EMPRESS OF CANADA	June 24	June 27	June 29	July 1	July 9
EMPRESS OF RUSSIA	July 8	July 11	July 13	July 15	July 23
EMPRESS OF AUSTRIA	Aug. 21	Aug. 24	Aug. 26	Aug. 28	Sept. 5
EMPRESS OF CANADA	Sept. 4	Sept. 7	Sept. 9	Sept. 11	Sept. 19
EMPRESS OF RUSSIA	Sept. 18	Sept. 21	Sept. 23	Sept. 25	Oct. 3
EMPRESS OF AUSTRIA	Oct. 1	Oct. 4	Oct. 6	Oct. 8	Oct. 16
EMPRESS OF CANADA	Oct. 14	Oct. 17	Oct. 19	Oct. 21	Oct. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
June 16	June 13	June 19	June 21
June 30	July 2	July 8	July 5

Passenger Department: Tel. C. 752. Cables: GACANPAO.
Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATIONS.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU ... Thursday, 3rd June, at Noon
KOREA MARU ... Tuesday, 15th June, at Noon
SHINYO MARU ... Tuesday, 29th June, at Noon
SHIBUKI MARU ... Tuesday, 13th July, at Noon

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

BOKUYO MARU ... Friday, 4th June, at Noon
RAKUYO MARU ... Saturday, 17th July, at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

KAMO MARU ... Saturday, 5th June
KATORI MARU ... Saturday, 19th June
ATSUTA MARU ... Saturday, 3rd July
KASHIMA MARU ... Saturday, 17th July

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 23rd June, at 11 a.m.
AKI MARU ... Wednesday, 21st July, at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TAKAOKA MARU ... Tuesday, 8th June
TOYAMA MARU ... Sunday, 20th June

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

WAKASA MARU ... Wednesday, 2nd June
KAWACHI MARU ... Wednesday, 7th July

BOMBAY via Singapore, Penang & Colombo.

GENOA MARU ... Friday, 4th June
SADO MARU ... Thursday, 10th June

CALCUTTA via Singapore, Penang & Rangoon.

PENANG MARU ... Sunday, 20th June

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Saturday, 19th June

SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU ... Thursday, 3rd June
TOTTORI MARU ... Saturday, 6th June
HAKONE MARU ... Monday, 14th June
HAKATA MARU ... Tuesday, 15th June

For further information, apply to—

NIPPON YUSEN KAISHA.
Telephone Central Nos. 291, 292 & 2422.



SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at H'kong and Sailing for S'hai and Japan	Probable Sailings from Hongkong for Marseilles
D'ARTAGNAN ... A	—	—	8th June, 1926
ANGKOR ... B	—	—	22nd June, "
PORTHOS ... A	7th May, 1926	8th June, 1926	6th July, "
ANDRE LEBON ... A	31st May, "	22nd June, "	20th July, "
PAUL LECAT ... A	4th June, "	6th July, "	3rd Aug., "
GENERAL METZINGER ... B	18th June, "	20th July, "	17th Aug., "
FONTAINEBLEAU ... A	2nd July, "	3rd Aug., "	31st Aug., "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).
A Class 1st Class ... £ 29. 0s. 0d.
B Class 1st Class ... £ 25. 0s. 0d.
C Class 1st Class ... £ 20. 0s. 0d.
D Class 1st Class ... £ 15. 0s. 0d.
E Class 1st Class ... £ 10. 0s. 0d.
F Class 1st Class ... £ 5. 0s. 0d.
G Class 1st Class ... £ 0. 0s. 0d.

LIGNES COMMERCIALES (Cargo Boats)

s.s. "YALOU" from DUNKIRK, LONDON & HAVRE is due to arrive on the 21st June.
Sailings subject to alteration without notice.

For full Particulars, apply to—
MESSAGERIES MARITIMES CO.,
Telephone: Central 746. 3, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SHANGHAI	"YATSHING"	Thursday	3rd June, at 5 p.m.
STRAITS & CALOUTTA	"KUMSANG"	Friday	4th June, at 3 p.m.
HAIPHONG	"MINGSANG"	Wednesday	9th June, at 10 a.m.
TSINGTAU via SHANGHAI	"FOOSHING"	Wednesday	9th June, at Noon
TIENTSIN	"CHONGSHING"	Thursday	10th June, at Noon
STRAITS & CALOUTTA	"FOOKSANG"	Thursday	10th June, at 3 p.m.
OSAKA via SHANGHAI	"KUTSANG"	Saturday	12th June, at 7 a.m.
MOJO & KOBE	"HIMSANG"	Tuesday	15th June, at 2 p.m.
SANDAKAN	"KINGSANG"	Wednesday	16th June, at Noon
TSINGTAU via SHANGHAI	"YUENSANG"	Friday	18th June, at 7 a.m.
OSAKA via MOJO & KOBE	"YUENSANG"	Friday	18th June, at 3 p.m.
STRAITS & CALOUTTA	"NAMSANG"	Saturday	19th June, at 3 p.m.

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"GLENIFFER"	22nd "	"CARNARVONSHIRE"	London, Rotterdam & Hamburg via Otaru	
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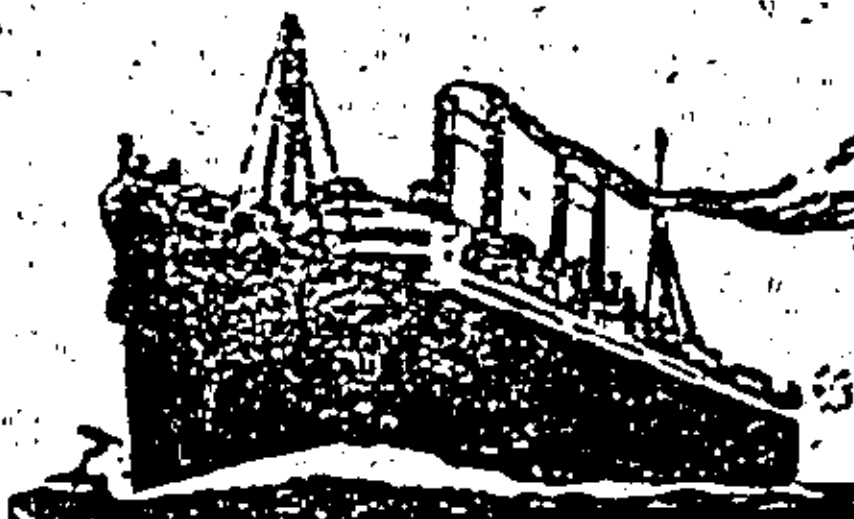
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"FRANKEN"	19th June, 1926	22nd August, "
"FULDA"	15th July, "	
M.S. "KONIGSBERG"	12th August, "	16th October, "
"TRIEM"	11th September, "	13th November, "
"SAARBRUECKEN"	8th October, "	11th December, "
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TJIBODARI	SHANGHAI	3rd "	3rd "	BATAVIA
TJIBODARI	DALAT & AMOT	1st June	3rd "	M'KAR & S'BAI
TJIBODARI	JAVA & M'KAR	4th "	6th "	JAPAN
TJIBODARI	SHANGHAI	14th "	17th "	BATAVIA
TJIBODARI	JAVA & M'KAR	14th "	17th "	AMOT, SHANGHAI & DALAT
TJIBODARI	DALAT & AMOT	20th "	22nd "	M'KAR & S'BAI
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"NAGPUR"	5,283	7th June, Noon	Singapore, Penang, Colombo & Bombay.
"KIDDERPORE"	5,114	12th June, Noon	Marseilles, London & Antwerp.
"MANTUA"	5,384	21st June	Singapore, Penang, Colombo & Bombay.
"JEYPORE"	10,592	28th June	Marseilles and London.
"KARMA"	5,318	5th July	Singapore, Penang, Colombo & Bombay.
"KARMA"	5,128	10th July	Marseilles, London & Antwerp.
"PADUA"	5,287	15th July	Marseilles, London, Rotterdam & Antwerp.
"KASHMIR"	5,385	22nd July	Singapore, Penang, Colombo & Bombay.
"RANPURA"	16,585	24th July	Marseilles and London.
"DELTA"	5,287	7th Aug.	Marseilles, London, and Antwerp.
"MACEDONIA"	11,089	31st Aug.	Marseilles and London.
"KALYAN"	9,144	4th Sept.	Marseilles, London & Antwerp.
"MALWA"	10,941	18th Sept.	Marseilles and London.
"KASHGAR"	9,005	2nd Oct.	Marseilles, London & Antwerp.
"MOREA"	10,918	16th Oct.	Marseilles and London.
"KHYBER"	9,114	30th Oct.	Marseilles, London and Antwerp.
"MANTUA"	10,592	13th Nov.	Marseilles and London.
"KARMA"	5,128	27th Nov.	Marseilles, London and Antwerp.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.

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"TILAWA"	10,006	12th July	do.
"TALAMBA"	8,013	19th July	do.
"SHIBALA"	7,241	22nd July	do.

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"PADUA"	5,907	2nd June, 10 a.m.	Shanghai and Kobe.
"KARMA"	5,089	11th June	Shanghai and Kobe.
"ARAFURA"	5,000	12th June	Moji, Kobe and Yokohama.
"SANTHA"	7,764	15th June	Moji and Kobe.
"TILAWA"	10,006	22nd June	Shanghai, Moji and Kobe.
"KASHMIR"	5,385	25th June	Shanghai, Tientsin, Weihaiwei and Kobe.
"TALAMBA"	8,018	28th June	Kobe and Yokohama.
"SHIBALA"	7,241	1st July	Moji, Kobe and Yokohama.
"ST. ALBANS"	4,400	6th July	Moji, Kobe and Yokohama.
"RANPURA"	16,585	8th July	Shanghai only.
"DELTA"	5,287	9th July	Shanghai, Moji, Kobe and Yokohama.
"MACEDONIA"	11,089	22nd July	Shanghai, Moji and Kobe.
"KALYAN"	9,144	2nd Aug.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,941	18th Aug.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	2nd Sept.	do.
"ARAFURA"	5,400	7th Sept.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	16th Sept.	Shanghai, Moji and Kobe.

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BALIK PAPAN & JAVA	"TAIKOOVAN"	On 5th June, 10 a.m.
WUHAIRWEI, CHEFOO & TIENTSIN	"KUBICHOW"	On 1st June, 4 p.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 1st June, 6 p.m.
HAIPHONG	"TEAN"	On 5th June, 10 a.m.
AMOY & SHANGHAI	"SINKIANG"	On 5th June, 6 a.m.
SHANGHAI	"NEWCHWANG"	On 10th June, 6 a.m.
SHANGHAI & TSINGTAO	"LINAN"	On 12th June, 6 a.m.
BANGKOK	"KWANGTUNG"	On 12th June, 6 a.m.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.

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Agents.

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PROPERTY OF GERMAN
PRINCELY HOUSES.TRIAL OF STRENGTH IN THE
REICHSTAG.

BERLIN, April 26th.

The Referendum Bill for the confiscation of the property of former rulers is following, the prescribed course, writes the Times Berlin correspondent. What appear to be two last desperate efforts are being made to deprive the referendum of its most dangerous features by two of the Middle parties, the Democrats and the Centre, whose instinct is always to postpone as long as possible any open struggle between Republicans and Monarchists which might retard the process of conciliation. The wing parties seem to have accepted a trial of strength as inevitable and the conclusion may not be unwelcome to them.

The Democrats have introduced in the Reichstag their amendment to the Socialist Communist Confiscation Bill. It adds the phrase "and settlements with former ruling houses" to the description of the purposes of the Bill and provides for the grant out of the expropriated properties of means sufficient to enable former rulers to maintain a "reasonable standard of living." It has no prospect of support.

The Centre Party has produced an entirely new "Compromise Bill." This measure, like its abandoned predecessor, would set up a special court to hear Royal property claims, but it omits many of the detailed instructions for the court's guidance. It justifies the departure from the strict application of the ordinary property laws by reference to the new situation created by the revolution, and it lays down that the princely houses must bear their share of the consequences of a lost war and the impoverishment of the nation.

There is a vague hope that this measure might be coupled with the confiscation proposal in the referendum, but there is little doubt that this hope could only be fulfilled with the aid of the two-thirds majority required for an alteration of the Constitution which cannot be found for the compromise itself. The whole muddle into which this issue has fallen is due to a clumsy and short-sighted approach to hitherto untrodden operations of a written Constitution. Months ago the perils of a referendum on so inflammable an issue were realized, and it was decided that steps must be taken to restrict them. But the task was undertaken without a proper reconnaissance, and the would-be saviours of the situation have time and again blundered upon unforeseen obstacles.

The referendum article of the Constitution has placed the Government in a quandary. The confiscation will be rejected by the Reichstag and will have to be submitted to the country. As it has been impossible to obtain enough support for an alternative, the voting in the referendum may be very close. Of the 15,000,000 who voted for the confiscation measure in the preliminary canvass, at least 2,000,000 were bourgeois voters. Many other bourgeois voters who wanted some check on the claims of the princes were held back by the hope that an alternative measure would take shape. These may now vote for confiscation in the referendum, but even then it is doubtful if the necessary 20,000,000 votes would be cast for it.

In the meantime, however, the publication of two fresh referendum proposals, one demanding 50 and the other 100 per cent. valorization of depreciated paper, has driven the Government to introduce a Bill declaring that these proposals come under a clause of the Constitution which excludes certain financial measures from the referendum provisions. For this Bill it can obtain the necessary majority. If, however, it presses the Bill, which it is bound to do in view of the fact that valorization at such rates would mean the collapse of the whole economic structure of the country, it will drive many more voters to the polls in favour of the confiscation of Royal property. The voters will argue that if the claims of the humble sufferers from the inflation are to be disregarded, those of the princes must receive like treatment.

There are already signs that the referendum fight will be bitter. Count Westarp, the Nationalist leader, made an impassioned defence of the former Kaiser and ruling princes in the Reichstag debate yesterday. He contended hotly the Republican taunts that the Kaiser fled to Holland in 1918. After, he said, Prince Max of Baden had, in deliberate disregard of the truth, announced the Kaiser's abdication, the Kaiser had made a heavy personal sacrifice in order to prevent a civil war and to enable a more favourable peace to be concluded. When Dr. Rosenfeld, the Socialist Deputy, declared that the German princes had pushed Germany into the war, he was, said Count Westarp, branding Germany anew with the war guilt lie. Long after the names of the revolutionists had sunk into oblivion, the names of the German princes would still shine in splendour. The conclusion of his speech sounded like a call to a Monarchist crusade, and that tone has, indeed, been characteristic of all his recent utterances on the subject of the referendum.

THE PETIT BOURGEOIS.

IS HE DISAPPEARING?

FEELING THE PINCH IN FRANCE.

[BY THE PARIS CORRESPONDENT OF THE "OBSERVER."]

For many generations it is from the small bourgeoisie that France has drawn the intellect and the character which have maintained her great place in the world as a nation of clear thinkers, of eloquent speakers, of imaginative artists. There have always been fewer rich men than, say, in England. Above all, there have been enormously fewer moderate well-to-do men.

On the other hand, there have been fewer very poor men. The average educated person whom you would meet in France would be very modestly comfortable. He might be a salaried official, of which there are many, and, indeed, too many, in the highly centralised administrative that has been inherited from the eighteenth century. He might be a professional man. He might be an army officer. He might have been any one of these, and now merely be living on the income derived from the investment of his small savings or on his very slender person. He would be the grandson, if not the son, of a peasant, for the urban population of France is only a very small proportion of the whole, but he would be far more highly educated than many who, in other countries, would have more important social pretensions.

UNDERPAID CIVIL SERVANTS. According to British standards, he would always be underpaid. The reason for these low salaries may partly turn upon the modest standard of living, which is, however, their effect as well as their cause. At its base it arises from that preponderance of the peasant element in the French nation. The peasant loves saving and hates paying. Even as he has bequeathed the virtue of thrift to the small bourgeoisie, he has inspired the State with the vice of niggardliness. France is not and has never been generous to her servants. If these servants accept what are often ridiculously insignificant wages, it is partly because this virtue of thrift enables them to live and even to save upon incomes which in England would be regarded as incredibly insufficient for the former, to say nothing of the latter. It is also partly because the laws of the equal division of inheritance among children and the practice of giving every girl her dot when she marries, together mean that there is hardly any family that does not possess a tiny little independent income, drawn, of course, from careful investments in Government securities.

All these conditions mean that when the value of money falls, as it has fallen to-day, the small bourgeois is immediately hit, and hit very hard. The savings which he lent to his country produce the same number of francs in interest, but their purchasing power is negligible. His salary, already small, has become a pittance, and the occasional increase which he has managed to extract as compensation for the rise in the cost of living lags far behind that rise.

THE PEASANT TO THE RESCUE.

Is the small bourgeois, therefore, going to be crushed out of existence? I think not. If he is in the employment of the Government, he probably adds to his income by doing other work out of office hours, but that is not going to save him. Besides, that has always been his habit, even before the present bad times. I do not say that army officers have always been in the habit, as some of them are said to do now, of spending their evenings in washing down motor-cars—which, by the way, will perhaps be driven as taxis next morning by Russian generals in exile. I do say that many of the journalists of Paris have always been Government officials at certain hours of the day.

What will save the small bourgeois is his close relationship with the peasant. Currency depreciation has not hit agriculture, and the peasant, father or grandfather will come to the rescue. Individually his son or his grandson; but that does not mean that collectively he will be converted to the view that it pays to give good salaries. How far from good are the best public salaries in France may be judged from a few examples. The highest judicial salary in France is equal to hardly £370 a year at present exchange value, while judges who preside over important courts are paid less than the equivalent of £300. A Marshal of France gets only 25,000 francs (under £300 to-day), while a lieutenant-colonel gets less than half as much, and a captain of long service not more than a third. An ambassador, whose expenses are heavy, is only paid 85,000 francs, while the highest permanent official employed by the City of Paris has no more than 35,000 francs, the chief engineer 28,000, and many responsible appointments, such as those of municipal analysts, 11,000 francs. The average salary of the Government servant was shown by a return made in 1922 to be 6,684 francs, which was then well under £100 a year.

Altogether, the petit bourgeois in France cannot be said just now to be prosperous, though he continues to supply the brains and the directive energy which make France what she is. However, the peasant, who has many times saved France in other ways, will probably now save her in this, and will rescue the small bourgeois from extinction.

EX-SERVICE MEN'S FLIGHT.

200,000 WORKLESS IN IRISH FREE STATE.

A constant stream of letters from Irish ex-Service men whose conditions are becoming steadily worse is reaching the offices of the Southern Irish Loyalists' Relief Association.

The relief secretary of the association, Major I. White, says:—

There are at present nearly 200,000 workless ex-Service men in the Free State who served in the British forces during the war, the great majority of whom are in desperate straits.

They are without dole or relief, as there are no boards of guardians, and those who were given temporary dole have received nothing for two years. So acute is their plight that many of them are, according to representatives of the association in various parts of Ireland, living in a condition of semi-starvation under the most appalling conditions.

Most of the writers declare that they have been unable to get work as they had served as loyal soldiers in the British Army.

TYPICAL CASES.

Typical cases are:—

County Galway.—A man with a wife and seven children unable to get work. The family are living on the earnings of a boy of 15.

Dublin.—An ex-sergeant of the Royal Irish Fusiliers, with wife and family, living in a cellar. The children nearly naked.

Major White said that many are relying on food tickets supplied by the association. He added:—

We have tried to assist as many of them as possible to go to Canada or New Zealand, but the problem becomes more acute every day. All our resources are now required to provide clothing and bare necessities. In Dublin we are serving out 2d. food tickets.

We appeal to people to send their cast-off clothing to us for distribution.

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CHILD'S HEAD

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"I read an advertisement for Cuticura Soap and Ointment and sent for a free sample. We were so pleased with the results that we purchased more, which healed her."

(Signed) Mrs. C. G. Holt, 3, Malden Lane, Stamford, Lincoln, Eng.

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The China Light and Power Co.'s Showrooms.

[A.P.D.]

[3517]

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FINDING NEW MARKETS.

WHAT WEMBLEY HAS MEANT.
REPRESENTATION IN DISTANT
MARKETS.

Sir F. Cunliffe-Lister (President of the Board of Trade), in a debate in the House of Commons on April 29th, said that last year we were doing rather less than our pre-war share of the export trade of the world. In 1913 we were doing about 13 per cent., and last year about 11.9 per cent. The position to-day was certainly better. The first quarter of 1926 showed a definite increase in the export of British manufactures over the general average for 1925. Even so, the first quarter of this year only showed that we were exporting something between 52 and 53 per cent. of the volume of manufactured exports before the war. On those figures there was a great need of expansion of our export trade, particularly in manufactures. We were not likely to find that expansion in Europe for some time, and were therefore more than ever driven to the necessity of developing new markets, and particularly Imperial markets.

We had already achieved in part this endeavour. In 1913 our exports to the Empire represented 37.2 per cent. of our total export trade. In 1920—an easy year, when it was possible to sell in any market—that percentage had fallen to 34.2. Last year our exports to the British Empire were 38.3 per cent. of our total exports. It was satisfactory to observe that in the first quarter of 1926 we showed a further advance. When one came to the character of our exports, the importance of the Empire trade was even more marked. Of our exports to foreign countries 28 per cent. were fully manufactured articles, while of our exports to the Empire 38 per cent. were fully manufactured articles. Therefore, both in value and in character, this expansion was proceeding. (Hear, hear.)

Moreover just as our trade with the Empire was expanding, so the trade of the Empire with this country was growing even more rapidly, emphasising the mutual character of the trade. In 1913 the imports from the Empire to the United Kingdom were 24.87 per cent. of our total imports. In 1925 they had risen to 29.77 per cent., and in the first quarter of this year they showed again a marked increase. (Hear, hear.) He thought that illustrated the value to the Dominions and Colonies of the Wembley Exhibitions and of the intensive campaign and effort of the British people to realise the possibilities of trade within the Empire. (Hear, hear.) He wished manufacturers would come more than they did for representation in distant markets. The Government could do much, and, indeed, was doing much, through its trade commissioners abroad and export credits. But the Government were not going to finance consignment business. They could only finance new business, and they could not allow the credit of the State to be used for carrying stock. They could not go back on that position and start financing overstocks. One million pounds was being spent this year on the development of Empire markets; and there would be larger sums in future years. The development of air services to Australia was a matter which required a great deal of experiment, and was one of considerable financial uncertainty. The Air Ministry had been by no means idle, and it was hoped the service to Karachi would be in operation by the end of the year. Consultations were constantly taking place between the Air Ministry and the Dominions.

"A CHAINED GOAT"

Dr. Haden Guest (Lab. Soc., South-west, N.) said migration was suffering because there was no one Government department responsible for it. What was wanted was a kind of Imperial Cook, an intending migrant to get information about the Dominions as it was for anyone to get information about hotels in Paris, Berlin, or Milan. The Government were too conservative and timorous, lacking the initiative to inaugurate large schemes, and in this connection the Chancellor of the Exchequer, instead of comparing himself, as he did, to a Channel swimmer, ought to have compared himself to a goat tied to a stake by a chain, and only able to run round in a limited circle. (Laughter.) The Government were in that position.

EXCHANGE RATES.

(BRITISH WIRELESS SERVICE.)

	RUGBY, June 1st.
Paris	149 1/2
Brussels	154 1/2
Amsterdam	12.10
Berlin	20.43
Copenhagen	18.44 1/2
Vienna	34.14 1/2
Helsingfors	19 1/2
Lisbon	21.17 1/2
Buenos Aires	2/11
Shanghai	2/11
Yokohama	2/11
New York	4.83 7/8
Geneva	25.12
Milan	128
Stockholm	18.17
Oslo	22.19 1/2
Prague	164 1/2
Madrid	32.23 1/2
Rio	7 1/2
Bombay	1/2.31/32
Hongkong	2/2 1/2
Silver (spot & forward)	30.1/10

THOSE AMERICAN HOTELS.

SOME CONTRASTS WITH OUR OWN.

[BY SIR JOHN FOSTER FRASER.]

To-night the two hundred and fifty United States hotel proprietors who are giving Europe a "once over"—having surveyed England in a week—will be given a banquet in London, and meet the Duke of York, before hustling off to the Continent in the morning.

Next to the "movies," Americans spend most money on hotels. We have not had a first-class hotel erected in London for over a quarter of a century, whilst New York sprouts a million-dollar palatial caravanserai every fortnight.

In recent years eighty per cent. of the American tourists who crossed the Atlantic landed in France chiefly because the Yankee loves to talk about Paris when he returns to his home town, but partly because he has been told that English hotels are dingy, methods antiquated, and the cooking vile.

Our hotel-running visitors have, however, been made "wise"; they admit that a good deal of the conceit has been knocked out of them. When they go back to their own country they will spread the news that though their hotels are bigger ours are more comfortable, that they never knew there was such crack-jack food in the world, that service is smarter than anything they can provide, and, as for courtesy, it will be something for them to dream about.

OUR BEST—AND OTHERS.

Infamously it should be stated that they have stayed only at our very best hotels, that our hoteliers have been especially alert to give them a good time, and that if they had more time to wander round they might have found hotels, especially in the provinces, which would not have fascinated them and of which we are not proud.

The story is told of a stranger, landing in one of our Midland towns. "Which is the best hotel?" he asked the station-master. "Well, sir," was the reply, "there is the Black Bull and the Red Lion." "As I cannot stay at both," said the stranger, "which one do you advise me to go to?" The station-master replied: "It doesn't matter which one you go to, because you won't have been there half an hour before you'll wish you had gone to the other one!"

Many of our hotels in the provinces are woefully bad, grimy, with ancient wallpaper, wheezy furniture, threadbare carpets, the monotony of the daily food the acme of unimaginativeness, and the manager inclined to be grumpy if you summon up courage to tell him a clean towel once a day is one of your weaknesses.

They have bad hotels in America, especially in the Southern States: I've stayed at them. As a man who has slept in 247 different American hotels within a year I have had experiences. I once stopped, in Tennessee I think, at what was to be "the only second-class hotel in the world." That confession, however, met the visitor only one-tenth of the way toward the truth. Up in Idaho a burly landlord opened the morning with the greeting, "Well, how have you slept?" "Very badly," was the answer; "the fact is I was troubled with insomnia." "You're a liar," retorted the landlord, "for there isn't a single one about the place!"

A LESSON FOR US.

But here is a lesson which British towns should take from the majority of American towns. If we want visitors, commercial men who come to do business, to have a good impression, to be in a friendly mood, to pass a pleasant comment, whenever the place is mentioned, it is essential there should be a good hotel. Americans are more town proud than we are. They love to boost their towns. If you pass through them by train at night there are electric signs winking their virtues; as you drive there in an automobile you read "Welcome to Fordville, and as you ride away you are shouted at, "Come again!" but always the first thought is to show there is a dandy hotel.

In small middle western towns of 7,000 inhabitants I have, not occasionally, but constantly, found better, bigger, cleaner hotels than I have found in a number of English towns with more than a 70,000 population.

Some things an English visitor to the average American hotel does not like. He is rarely an individual; he is a number. Apart from the collar-box capped "bell-hops," or page boys, who show alertness to seize your grip and carry it to your room—with a "quarter" tip in the offing—there is little personal service. There are no bells, so you have to telephone for everything, though in former days, when there were bells, whatever you rang for you were sure to be served with iced water.

I have been in over fifty countries, and I would say that the restaurant service, whether in New York or Sioux City, Iowa, is apart from Russia in the leisurely old days—about the slowest on earth. It must have been an eye-opener to American hoteliers this week to have seen the smartness of the English service, though we do not pretend there is anything to boast about, except by comparison.

"Over there," the coloured waiters are usually courteous; the American waiters—as distinct from the recently imported Italians—are conscious that they are quite as good as you are and indicate it; whilst the women waitresses, in the second class, three-dollar-a-day-American-plan hotels, are supercilious. If you remark

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Do., London	22 1/2 nom.
Chartered Bank	22 1/2 nom.
Mercantile Bank A & C	22 1/2 nom.
Do., U.S.	21 1/2 nom.
P. & O. Bank	22 1/2 nom.
East Asia Bank	22 1/2 nom.
Canton Insurance	\$410 buy.
China Underwriters	\$180 nom.
North China Insurance	\$145 nom.
Union Insurance	\$208 buy.
Yangtze Insurance	\$418 buy.
China Fire Insurance	\$180 buy.
Hongkong Fire Insurance	\$370 buy.
Douglases	\$28 nom.
H.K. & M. Steamboats	\$24 buy.
Hongkong Tugs	\$24 sel.
Indo-China (Prof.)	\$20 nom.
Do. (Del.)	\$46 nom.
Shell Transport	90/- buy.
East Ferns	\$62 buy.
Waterworks	\$16 nom.
China Sugar	\$22 buy.
Malacca Sugar	\$26 nom.
Benguet	\$14 buy.
Kailan Mining Co.	\$41 buy.
Langkats (combined)	\$24 sel.
Do. (single)	\$12 buy.
Shanghai Explorations	\$14 nom.
Shanghai Loans	\$14 7 nom.
Do.	\$4 nom.
Transit	\$14 nom.
Ural Caspian	\$14 nom.
H.K. & W. Docks	\$26 sel.
Hongkong	\$179 buy.
New Engineering	\$14 50 nom.
Shanghai Docks	\$104 buy.
H.K. & S. Hotels	\$10.40 buy, 10 1/2 sel.
Hongkong Hotels	\$62 buy, 63 sel.
H.K. Real Estate (A.P.)	\$14 buy.
H.K. Territorial (A.P.)	\$14 nom.
Humphreys Estates	\$36 nom.
Prince's Buildings	\$36 nom.
Bural Lotts	\$7 nom.
Ewo Cottons	\$12 buy.
Oriental	\$14 3 nom.
Shanghai Cottons (old)	\$14 3 buy.
Do. (new)	\$14 28 buy.
Amusement	\$114 sel.
Canton Loss	\$14 sel.
Cements (combined)	\$14 sel.
Do. (old)	\$13 nom.
Do. (new)	\$13 nom.
China Buses	\$14 10.90 nom.
China Lights (combined)	\$184 nom.
Do. (old)	\$14 buy.
Do. (new)	\$24 buy.
China Provident	\$20 buy.
Constructions	\$24 nom.
Dairy Farms	\$14 sel.
Der. A Wing (P.)	\$14 sel.
Hongkong Electric	\$64 buy.
Macao Electric	\$40 nom.
H.K. Developments	\$25 sel. nom.
H.K. Hops (combined)	\$30 sel.
Do. (old)	\$10 sel.
Do. (new)	\$15 sel.
Hongkong Tramways	\$227 buy.
Lease Upwards	\$104 sel.
Mackintosh	\$104 nom.
Peak Tram (old)	\$164 buy.
Do. (new)	\$170 buy.
Sinco	\$11 nom.
Texas	\$4 sel.
United Asbestos	\$20 nom.
Watsons (old)	\$124 buy.
Wm. Fowells	\$10 nom.
Singapore Tractions	\$49 sel.

buy—buyers; sel—sellers; nom—nominal.

Governments can hinder or they can help, but they cannot create.—Sir Alfred Mond, M.P.

There is much about hotel life that the English and the Americans can learn from each other.—Evening Standard.

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THE PARASITES OF HONGKONG.

FLIES AND SANDFLIES.

ALSO MOSQUITOS AND WHITE ANTS.

[BY AN OLD RESIDENT.]

Many of us remember Thursfield, the local poet who contributed amusing and witty rhymes to the *Daily Press* in the days gone by.

They say that he resigned his appointment with the Hongkong and Shanghai Bank so that he might take a part in the management of a glass works in London. My own idea was that he had ambitions to be included in the famous circle of wits who sit, once a week, around the table in the office of the editor of *Punch*. The names of Phil May, Du Maurier and other joy-makers are to be seen on that table. Perhaps Thursfield's name will appear there at no distant date.

Anyhow he once contributed a poem to the *Daily Press* about a mosquito. It was that poem and Thursfield's amusing treatment of this subject that came to my mind when I commenced to write this article.

IDEAS OF HUMOUR

Not that the mosquito is an insect that can be laughed at. He—no, she, for the "she" is the real enemy—is a natural foe of the human race. Disease is transmitted by the buzzing scourge. The scientists say that the male is harmless. Death is in the unhoneied kiss of the female.

You cannot laugh at the insect pests of Hongkong, or, if you can you must have a queer sense of humour. Anything less comic than a house fly it is difficult to name, unless it is the sandfly or the mosquito.

The flying white ant may seem funny at the first introduction, but it soon becomes a great nuisance. The small insects suddenly swarm into a house. They collect around the electric lamps. There is only one way to deal with them. It is as follows:—

Switch out every bit of illumination except one light near a wall. Place a bowl of water as near to the lamp as possible. It will soon collect hundreds of the flying white ants.

ROTTEN ROOFS.

There have been quite heated arguments about white ants. Are the flying white ants the same creatures as the white ants that make the timber rotten?

The white ants in the timber have no wings, but they have a wonderful equipment which enables them to eat up almost anything.

They prefer soft woods such as pine. They attack trees and cause them to die. They will if really put to it bore through hardwood, such as teak or billian, but they prefer the softer woods.

They like the darkness as do all male-factors. They attack the wood in the roofs of the most innocent looking houses. They probably dislike reinforced concrete but there is a story that they have bored through that.

SANDFLY FEVER

The most elusive of the local insect pests is the sandfly. He is so small and he does not herald his approach as does the mosquito.

There is a tradition that sandflies are the cause of dengue fever. Some of the doctors say that a particular type of mosquito carries that infection. The sandfly must carry disease of some sort, because where there are many sandflies there will be found illness also.

Decaying vegetable matter, cut grass and dead leaves seem to be the natural breeding ground of the sandflies. The dust bins are also suspect. It must have been sandflies that figured in the plagues of Egypt.

MALARIA.

In the "good old days" many a European in Hongkong died at a premature age because of malaria fever. There is still an argument as to whether it was Sir Patrick Manson or a doctor in India, named Ross who first discovered that the mosquito carries the disease. There is now no doubt that the mosquito does spread fever.

There seem to be almost as many different kinds of mosquitos as there are sects in any of the great religions.

Some of us have a theory that each separate variety is a carrier of some disease. The doctors tell us that it is only the female that makes us really ill. Unfortunately, all of the mosquitos appear to prefer human blood to anything else.

(Continued on next column).

SHORTER MEN FOR THE GUARDS.

SIX-FOOT TRADITION OF THE GRENADIERS.

HOW RECRUITS GAIN AN INCH.

The height standard of the Foot Guards (Grenadier Guards, Coldstream Guards, Scots Guards, Irish Guards, and Welsh Guards) has been reduced from six feet and upwards to 5ft. 10in. and upwards.

This is done temporarily to meet existing conditions, although it must not be taken as a suggestion that it is no longer possible to get men who register six feet and who fulfil the corresponding physical requirements, to come forward as candidates for enlistment. At the moment, however, there is a shortage to be made up.

The height standard of the Foot Guards is not a common one. It is a tradition with the Grenadiers that their men shall be six feet, and when there are vacancies in the battalion the recruits who fulfil this requirement usually find their way there. The King's Company, of Grenadiers is composed of men who average 6ft. 2in., and the men of the Prince of Wales's Company in the Welsh Guards reach the six foot average. The height standard in the other Guards' Battalions (omitting the exception noted in the Welsh Guards) shows a slight variation.

PUTTING ON AN INCH.

There has been no attempt to exclude men who on enlistment did not reach the six-foot standard. The new standard, therefore, may be said not materially to effect the Guards at all. Generally speaking, the system of recruit is for the Foot Guards as a whole. The only discrimination made is to favour the Grenadiers when the six-foot men pass the tests precedent on enlistment. It is not unlikely, therefore that the Grenadiers will be unable to maintain their standard, for recruiting statistics show that there is a satisfactory supply of recruits who at 18 years of age reached 5ft. 11in., and the training, regular feeding, and open-air life they lead gives them the additional inch in a comparatively short time.

To-day the average height of the men enlisting in the British Army is over 5ft. 6in. The height standard is, of course, a question of supply and demand, and as only 50 out of every hundred are accepted, the standard generally maintained is high.

THE NULLAHS.

We are told by the sanitary and public health experts that where there are no pools of stagnant water there are no mosquitos.

This is said to be the island of "sweet waters." If the sanitary experts are right it is also the island of stagnant waters for it is certainly the home of myriads of mosquitos.

For many years there was great enthusiasm in Government circles on the subject of proper drainage of the hill sides. New and wide granite nullahs appeared, as by magic. The hillside water no longer lay stagnant but went swiftly to the sea.

That was in and around Victoria. Nowadays we go out into the outlying districts where there are no nullahs made by man. The mosquitos welcome us. They bite our arms and faces just as quickly as a cat pounces on a mouse.

Why cannot we have granite nullahs on the South side of the island? Why don't we mosquito bitten, sandfly oppressed inhabitants rise up and compel the authorities to clear out these insect pests?

Concerning the typhoid carrying, dysentery spreading house fly, much might be written. It is a peril that should be exterminated.

Let the poets sing of the beauties of the scenery and the glories of the sunsets of Hongkong in their exalted moments. In the days when their genius is whipped by fever let them make caustic rhymes that will burn into the minds of the populace about the insect pests.

None of these insects should have survived eighty-five years of clean administration.

Perhaps, after all, that was why the poet Thursfield left Hongkong. He gazed at the mosquito, but the mosquito remained after she had driven out the poet. She who laughs last, laughs longest, and the laughter of the mosquito is sanguinary.

INDUSTRY MUST BE MODERNISED.

VIEWS OF THE RT. HON. G. N. BARNES.

Mr. G. N. Barnes, commenting upon the reports of the trade unionists who were sent by the *Daily Mail* to investigate conditions in America, says that most of our industrial troubles would disappear if only industry were modernised.

"After all," he says, "our troubles are of our own making. These arise from past error and present misunderstanding. Employer and employee are too much wrapped up in themselves, and each looks at the other across a gulf which now exists only in their own imagination. If only they would come together more in the workshop, as the sides mix together in America, they would find out a good deal to their mutual advantage and direct their respective organisations for collaboration instead of for conflict."

"That is the first and, as I think, the most important lesson to be learned from America."

HIGH WAGES FOR HIGH OUTPUT.

"Another is the importance of high production and high wages. British employers in the past nibbled at wages so as to cut down the cost of production and get a foreign market. American experience shows the better way to a market at home through the high purchasing power of high wages."

"Then there is the all-important factor of a fair deal. Employers in America, we are told, stick to piecework prices, once they are agreed upon, no matter how much may be earned. The cutting of these when, as employers thought, labour was earning too much was a short-sighted policy, for it has produced a mentality of labour rooted in suspicion and distrust. I believe that most employers have now realised that the policy was not only morally but economically wrong, and some of them have proved their sincerity by works."

"But the American lessons are not only for employers. The workman may well read and learn—and, in that connection, I hope the reports will find their way into the monthly journals of the trade unions. There is to be noted the absence in America of those demarcation disputes which have been and still are a disturbing element in British industry."

"Only a few months ago I saw the work of a great factory in the Midlands being dislocated through this cause. And, from the same cause, old plant is sometimes retained because of the fear, on the part of the employers, of some pettifogging dispute arising as to who should claim the 'right' to operate a new machine. The fact is that British trade unionism is too much run in sections, and those in each section cannot see that their best interests lie in the co-ordination of labour—they cannot see over the sides of the deep ruts of sectional interests into which they have dug themselves. I preached these things for years, to my fellow-engineers when I was in their service. Perhaps they may heed the same teaching now from their fellow-members from the workshops who have just seen the good results in America of the policy of allowing managers to manage."

CLASS BITTERNESS.

"And, surely, if there is any lingering idea among workers that 'eat cannism' or restricted output in any form is, or could be, of any good to them, it should be dispelled by knowledge of the fact that great output was found everywhere to be accompanied by high wages. Each worker in America, we are told, has on an average 34-horse power at his elbow and he is the highest paid worker on the face of the earth."

"Then there is the comparative absence of that class bitterness which is fomented here by some of our trade union officials. Mr. Mosse has rightly pointed out how it handicaps us in relation to American industry by its encouragement of slackness and reckless conflict. Other Labour leaders might well follow his courageous lead. For it is here, after all, that we get down to the bed-rock cause of industrial discontent—or rather industrial conflict. Many of those who have the ear of labour have got themselves confused with theories but remotely related to daily life, and they confuse their followers with phrases of dubious meaning but unsettling effect. Nobody claims finality for our existing world system of industry. The world will one day grow out of it. But, meantime, we have to operate it efficiently or go under, to those who will."

"And that brings me to my final word. Class war propaganda leads to exaggerated hopes of betterment by revolution, or by Parliament or some other outside agency. It is a vain hope. Russia is a warning of what may follow revolution. And, whatever else Parliament may do, it cannot run the industry of the country. Employers and employees must do that for themselves and for the community of which they are members. And they can do it efficiently only in good will and co-operation."

S.P.C.A.

INSPECTORS' REPORT FOR MAY.

The following is the report of the combined work of the Inspectors of the Society for Prevention of Cruelty to animals for May. One Inspector was on duty at the Dogs home daily from 9 a.m. till 1 p.m. and from 2.30 p.m. till 4.30 p.m. with the exception of Sundays and Public Holidays.

TRANSPORT.

Poultry, crates	971
Poultry on trucks and lorries, loads	140
Poultry in junks and ferries, crates	53
Pigs in junks and ferries	428
Pigs on trucks and in baskets	862
Pigs by rail	56
Poultry by rail, crates	123
Cattle in junks and ferries	354
Cattle, ashore	62
Poultry at Taiipo market	9
Dogs at Taiipo market	7
Dogs by rail	1
Cat by rail	1
Pony in junk	1
Cages of birds	4
Terrapins, baskets	1

IMPORTS.

Poultry, crates	1,807
Pigs	8,479
Cattle	1,012
Sheep and goats	414
Terrapins, basket	1
Cages of birds	10
Frog baskets	4
Crickets, baskets	2

EXPORTS.

Poultry, crates	22
Cattle	284
Sheep and goats	310
Dogs	2

VISITS.

Markets	55
Landing place at Kennedy Town	54
Poultry depots	62
Cattle depots	22
Dogs home	13
Birdshops	28
Railway stations	22

MISCELLANEOUS.

Ignorant cruelty cases corrected	15
Markets watched, times	10
Ferries watched, times	24
Dogs in home during month	152
Dogs claimed during month	28
Dogs sold during month	50
Dogs died during month	3
Dogs destroyed during month	64

UNCLE SAM'S CLAIM.

MR. MAXSE'S WARNING.

In the May number of the *National Review* Mr. Maxse warns the British people to show vigilance in meeting the United States blockade claims, and says:

"Neither the State Department nor the Republican Administration has any intention of abandoning a popular cry against England, and the moment the onens are more favourable or the political prospects of the Republican Party necessitate something sensational, out will come these blockade claims, which, be it remembered, practical politicians have encouraged the thousands of claimants to believe will be paid by Great Britain, who can be made to pay anything. It therefore depends entirely on the vigilance of our own people whether this fresh robbery materialises."

We cannot excuse ourselves in the usual lazy British fashion by saying, "I thought it would be all right, as it seemed unthinkable that any civilised Government could press anything so preposterous." Nothing is "unthinkable" in this wicked world, and this particular business is much thought about in Washington."

Mr. Maxse looking beyond the atmosphere of the House of Commons, speaks some plain words to the Government:

"If the Treasury Bench become immersed in parish pumps and Leagues of Nations to the exclusion of the Imperial idea, it would devote upon our rank and file, if only as a matter of self-preservation, to call their leaders to order. We are reluctantly constrained to inquire whether the Government has any definite Imperial policy or whether, as so often before in the melancholy history of our party, the Cobdenites of the Carlton Club—who are infinitely more dangerous than Cobdenites elsewhere—have once again paralysed all possibility of Constructive Imperialism."

LEGAL AGE OF MARRIAGE.

TWO YEARS?

Mr. Pethick-Lawrence (Lab. Soc., Leicester, W.) asked the Home Secretary in the House of Commons on April 29th, whether he proposed to introduce legislation to raise the legal age of marriage.

Sir W. Joynson-Hicks: This really difficult question is under consideration, and I am not yet in a position to make a statement. The more I dive into the ancient marriage laws of the country, the more difficult it appears. I am not sure it will not turn out to be that the legal marriage age is two. (Laughter.)

WEATHER REPORT.

Last night's weather report, forecast and remarks by the Royal Observatory said:—

Pressure is still highest over the Eastern Sea and lowest over the South China Sea.

Forecast:—E. winds, strong, moderating, overcast, occasional rain.

BOYCOTT CONFERENCES.

NEGOTIATION WITH INTERESTED PARTIES.

FOREIGN COMMISSIONER MAKES A MOVE.

[FROM OUR CHINESE CORRESPONDENT.]

Following instructions from the Ministry of Foreign Affairs in Canton, Mr. Foo Ping Sheung, Foreign Commissioner, has already commenced conversations with interested parties with a view to ending the boycott. The Proclamation issued by the Kuomintang on May 31st, ordered the Minister of Foreign Affairs to take this matter in hand. It is the Foreign Commissioner and not the Foreign Minister who usually deals with what are regarded as purely local affairs and, therefore, although Mr. Eugene Chen may be regarded as ultimately responsible, all preliminaries will be arranged by Mr. Foo Ping Sheung.

MILITARY COMMUNIQUE.

A Kuomintang *communiqué* says that the Kuomintang Army assisting Tang Seng Chi, the pro-Kuomintang general in Hunan, now numbers nearly 35,000 and is near the Kwangtung-Hunan borders. A conflict is expected within a week. The Kuomintang believe that they will soon retake Changsha.

MUNICIPALITIES.

The Kuomintang on May 23rd sanctioned a proposal that communities in Kwangtung having a population of 10,000 or more might, with the approval of the provincial authorities, establish municipalities with a limited power of self-government.

AN EXPLOSION.

An explosion, from unknown cause, occurred at the store room of the Mines Factory at Whampoa, on May 29th, more than 50 persons being injured.

DISCUSSION AND A FREE FIGHT.

Members of the Kuomintang in Sze Shing Kong, Nantai District, near Canton City, had a quarrel with one another on May 27th. The quarrel developed into a faction "war" which led to more than 5,000 *tung* men taking up arms. In this struggle 32 villages were involved. The cause of the quarrel at the outset was a discussion as to who should get the gambling monopoly.

ALLEGED COPYRIGHT INFRINGEMENT.

HONGKONG AMUSEMENTS, LTD., AS PROSECUTORS.

Before Mr. R. E. Lindsell at the Central Magistracy yesterday, the Hongkong Amusements, Ltd., prosecuted the How Woo Company, of Hollywood Road, for an alleged infringement of copyright in connection with the famous Charlie Chaplin film, "The Kid."

Mr. E. S. C. Brooks was for the prosecution, and Mr. J. A. Gordon-Leask defended. The defence was a denial of the allegation.

Mr. Brooks, in opening his case, said that his clients, by an agreement with a New York firm, held the sole licence to show the film in Hongkong and China.

Mr. Butler, Manager of the Hongkong Amusements, Ltd., produced an agreement in which his Company alone was given the right to show the film in Hongkong. He said that it came to his knowledge that the picture was to be exhibited at the Kwong Chee Theatre, Yau-mat. He wrote to his solicitors, and as the result of a letter written to the defendants, the picture had not been given. The picture was also to have been shown at the Chinese Y.M.C.A. but there also it was withdrawn.

Sergt. J. F. Kennedy said that prior to the proposed screening of the picture at the Kwong Chee Theatre, he had found the censorship card in order.

Mr. Leask said he had a copy of the card and the How Woo Film Corporation were named as owners. Continuing, he submitted that in such an infringement the owner was the only person to take proceedings. The Hongkong Amusements, Ltd., were only the licencees, and they had no right to bring the case to Court. He further contended that there had been no wilful infringement.

The case was adjourned for a week.

MODERN MANNERS.

[BY A WELL-SATISFIED AND INDEPENDENT YOUNG WOMAN.]

"Manners with fortunes, humours turn with climes, Tenets with books, and principles with time."

This caustic remark of Pope's is seldom fully appreciated. We write to the papers to ask whether our children are as polite as our fathers, but forget that manners are the product of an age, and not of the individual.

Certain conservatives allow no variation in manners or modes. The only retort to them is Euclid's *redutio ad absurdum*. Would they have us wear Greek robes and Roman togas? Revert our sanitary system to public baths, our sports to the horrors of the Forum?

The material side of life varies with every age, and our mental standpoint varies accordingly. Our whole attitude to life is entirely different from that adopted in Victorian and Edwardian days. The manners of the present generation have been affected by the fortunes and vicissitudes of this age. It is platitudinous to label it with the well worn tags used to-day, an age of Science, Speed, Progress, Unrest, Dissatisfaction, Immorality, and a hundred other characteristics.

When life is a perpetual merry-go-round, there is no time for the old-world courtesies of our forefathers. Speech must be sharp, crisp, to the point. If Youth today wasted time choosing words, it would be badly left at the post. The crowd is so dense in every direction one has to shove with sharp elbows to make any headway.

The rudeness of queues is complained of, but unless one joins their ranks, one gets nowhere. Verily and indeed this is an age of action, not words.

The main cause of the lack of manners is that never has the world been more egotistical than to-day. We are each out for ourselves. It does not matter a whit about (the next person), so long as we get there. You may say this was always so, that since the beginning of time men and women (particularly men) have been egotists. But we have never been frank about it, as we are to-day. Modern manners have killed hypocrisy. We are not afraid to say what we want. We push for it with all our might. Regardless of ways and means, we go straight for it.

Another cause is the equality of the sexes. When a man sees a woman dressed in masculine style, with cropped hair, waist-coat, and monocle, he is naturally not as assiduous for her comfort, as if she was delicately feminine in face and frills. When he knows she earns as large a wage as himself he does not feel inclined to pay for her cocktail. She can afford to pay for such luxuries herself.

As for sport, it is not surprising that young men to-day are not as chivalrous as their fathers. Women ride as hard to hounds as any man; beat them in the "straight" after racing neck to neck round a steeplechase course; fly as daringly; motor as dangerously; explore, and go big game hunting, to the ends of the earth; box, play rugger, tennis, golf, as energetically, and sometimes more successfully, than men.

In these, and many other ways, women try to show they are men's equals. It is therefore only right for men to take them at their word, and treat them as such. But the deity has fallen from her pedestal. In entering the world of men, women have lost the right to exact homage to their sex.

A word here is essential as to woman's manners. Complaints have been made regarding her tiresomeness in shopping; never having change to hand; gossiping in lifts and corridors.

These charges should appear worse to the modern woman, than abruptness of speech, and brusqueness of manner, for they betray the eternal feminine. If women could don men's manners as easily as their attire, it would be a more manly world. At the moment woman has the faults of both sexes, without the complete charm of either.

At the same time let her not be censured too severely. She is the product of her age. Her manners are affected by her new turn of fortune which has given her the *entrée* into every department of life. But her sense of humour, at times, is damped by our shocking climate.

Manners to-day express the spirit of the age. Our fathers think us rude and rough of speech. But we believe our manners are as suited to the world we live in, as the latest fashions we wear, such to their disapproval.

SUPREME COURT ACTION.

DEFENCE IN PIRACY CASE.

JUDGMENT RESERVED.

The case in which an export firm claims \$4,117 damages for breach of agreement to carry goods from Hongkong to Hoiping, in which it is alleged that an "arranged" piracy accounted for the loss of a valuable cargo, was concluded before the Chief Justice, Sir Henry Gollan, in the Supreme Court yesterday afternoon.

Mr. H. G. Sheldon appeared for the plaintiff firm, and Mr. H. Somerset Fitzroy represented the defendant, who was stated to be the owner of the pirated junk.

Yesterday morning Lai Kwong, the defendant, in reply to Mr. H. S. Fitzroy, said he did not know that any supercargo was to have been put on board. The junk was owned by his father but he had been accustomed to make all arrangements.

Questioned by Mr. H. G. Sheldon, defendant said the junk sank near the San Mui district, which was on the West River. The boat was raised a week later and after being repaired in a Chinese dock, she was put in commission again about the middle of April, 1924.

ADDRESS FOR DEFENCE.

At the afternoon hearing Mr. Fitzroy addressed his Lordship at length on the case. Dealing with the question of ownership of the junk he said the Court had before it evidence that in April, 1924, the owner's name was changed from that of defendant to the father of the defendant. They had a statement by the defendant that he formerly owned the junk. During the time defendant was the owner it struck a rock and sank, and defendant having no money to raise it transferred it to his father. The bill of sale was on the junk when it was attacked by pirates and they took it away with them. Mr. Fitzroy submitted, therefore, that when the contract in this case was made defendant was not the owner of the junk. The junk had been under arrest for some time. He argued that it could not be held under arrest unless defendant was the owner and he, therefore, asked for its release. If his case, as presented, was correct, the only person who could apply for the release of the junk was the owner, but he was out of the Colony. It was perfectly natural in the circumstances, said Mr. Fitzroy for the son to act as an agent for his father.

THE CONTRACT.

Dealing with the contract, Mr. Fitzroy said the question to be decided was whether the defendant contracted on behalf of himself or his father. If the defendant held himself to be the owner of the junk then he would be personally liable. But he had stated that he was not the owner and that the contract was made on behalf of his father. Moreover from the plaintiff's evidence it was shown that there was no definite place to which the goods were to be taken. They were to be landed anywhere if pirates or pickets were encountered and it was deemed unsafe to proceed. Mr. Fitzroy therefore submitted that the contract of plaintiff had not been proved at all. There was evidence that this junk was a licensed junk, and he submitted there was no doubt as to the piracy. The only people who could speak of it were those on board, and the defendant had given them a very vivid account of what took place.

MR. SHELDON REPLIES.

Mr. Sheldon, replying to the point raised by Mr. Fitzroy that no definite destination for the goods was given, said that Hoiping was not a place but a district.

His Lordship hereupon interposed and said that from the evidence no one would imagine that it was a district. He had read it as a place, and up to now had thought it so.

Mr. Fitzroy said that he had been under the impression that it was a place.

It was stated by a Court officer that Hoiping was a district, but that there was a place in it called Hoiping City.

His Lordship said that anyone reading the evidence would think a contract had been entered into to take goods from the Colony of Hongkong to Hoiping in the Kwangtung Province.

His Lordship reserved his decision in the case.

TRIBUTES TO PROF. W. J. HINTON.

HIS WORK AT THE HONGKONG UNIVERSITY.

A GREAT FUTURE FOR DEPARTMENT OF COMMERCIAL TRAINING.

The Association of Past and Present Commercial Students of the Hongkong University gave a tea party in the Union Assembly Room on Monday in honour of its President, Prof. W. J. Hinton, M.A., who is going home on leave. Prof. Hinton sailed by the *Antenor* yesterday day.

Mr. Wong Ping In took the chair and eulogised Prof. Hinton's sympathetic and kindly attitude towards the students.

Mr. B. M. Talati gave an account of Prof. Hinton's multifarious activities in connection with the University. He was its first Registrar and the mainstay of the Faculty of Arts in the earlier days, having been its first Dean. He was also described as the "founder, promoter, underwriter and sole managing director of the present Department of Commerce." It was through his support and advice that the Association of Past and Commercial Students came into being.

Mr. Ng Bow Poo, President of the University Union, showed how interested Prof. Hinton had been in promoting the social activities of the undergraduates. He was Hon. Treasurer of the Union and had organised debating classes and an association for the promotion of economic studies. This association is claimed to be the forerunner to the present Arts Association with its three affiliated societies, the Commercial Association and the Law and Education Societies, each producing a Journal of its own.

Messrs. Wei Tat and N. V. Nguyen also paid tribute to Prof. Hinton and Mr. Keeton, B.A., LL.B., who will be in charge of the Department of Commerce during Prof. Hinton's absence, referred to his genial personality and the readiness with which he had assisted all those who went to him with their difficulties.

Prof. Hinton, in his reply, dealt on the reasons which prompted him to leave the Colony and spend a year in England. He remarked that he was a great admirer of the Chinese student and would never feel sorry for having come out to the East. He said that he had decided to spend the rest of his active life in the work that he had been engaged in for the past few years. He saw a great future for the Department of Commercial Training.

A group photograph of all present was taken to commemorate the occasion.

DUTCH SEAMAN'S CASE.

DISCHARGED AFTER MEDICAL EXAMINATION.

The case in which John Pater, a Dutch seaman, of the s.s. *Grange Park*, was charged at the Marine Court with disobeying the lawful commands of the master of the ship while in Victoria Harbour on May 29th, again came up for hearing before Lieut.-Commander G. F. Hole, R.N., yesterday.

On Tuesday defendant was remanded in order that the fit of his truss might be examined by a qualified medical officer at the Government Civil Hospital.

It will be recalled that the charge arose out of defendant refusing to carry out his duties on the *Grange Park*. He stated that he was suffering from hernia and that after being fitted with a truss he was still in pain.

As the result of the report submitted by the doctor, defendant was yesterday morning discharged.

AN OFFICIAL WATER DIVINER.

SUCCESSFUL BOMBAY EXPERIMENT.

Bombay, April 29th. When the Bombay Legislative Council was sitting recently there was much criticism of the Government's appointment of Major Pogson as a water diviner. The facts now published show how successful Major Pogson has been and how fully he has justified his appointment at a high salary.

Major Pogson has been able to locate numerous underground currents and to calculate their approximate depth. In the "trap" districts of Ahmednagar, Sholapur, and Bijapur, where the water scarcity is most felt, 63 wells have been or are being excavated on sites recommended by Major Pogson. Of these four have not reached the depth at which he predicted water would be struck. In 47 cases water has been struck and in two cases water was not found, although the predicted depth had been reached.

These results are not due to particular local knowledge, as Major Pogson has worked in many parts of India, including the Nilgiris, Rajputana, and the North-West Frontier.

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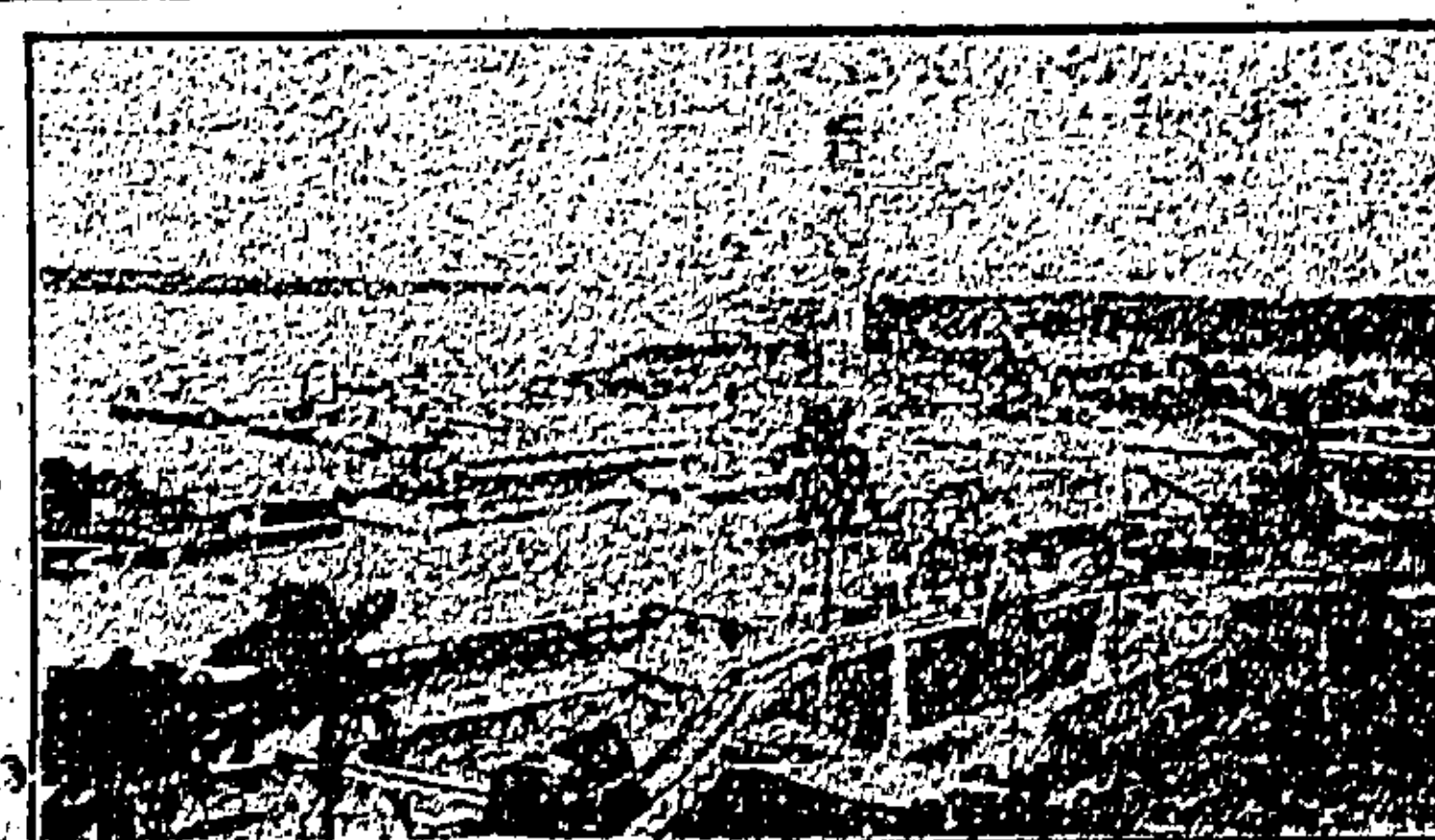
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[A.P.D.]

NEW ADVERTISEMENTS.

G. R.
ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the SUPPLY of CARPENTERS, CAROLERS, PLASTERERS, PAINTERS and SCRAPERS, and PLUMBERS to H.M. DOCKYARD. Forms of Tender can be obtained at the Office of CHIEF CONSTRUCTOR, H.M. Dockyard, Hongkong, and should be filled in and returned as indicated in Tender Form, Not Later Than Noon, SATURDAY, the 12th JUNE, 1926.

J. S. GILLINGHAM,
Chief Constructor
[3640]

A. S. WATSON & CO., LTD.

NOTICE.

ON KING'S BIRTH-DAY, the 3rd JUNE, 1926, All Departments will be CLOSED.
The Hongkong Dispensary, Dispensing Department, will be OPEN for Dispensing Prescriptions from 10 A.M. to 1 P.M., and from 6 P.M. to 7.30 P.M.

A. S. WATSON & CO., LTD.
Hongkong, 2nd June, 1926. [3642]

THE HON. SIR CATCHICK PAUL CHATER, C.M.G., DECEASED.

ALL Claims against the Estate of the above named Deceased must be Sent to the Undersigned forthwith.

DE CONNS,
Solicitors &c.,
1, Des Voeux Road Central,
Hongkong.

Hongkong, 25th May, 1926. [3622]

HONGKONG JOCKEY CLUB.

THE THIRD EXTRA RACE MEETING will be held (Weather permitting) at HAPPY VALLEY on SATURDAY, 5th JUNE, 1926, commencing at 3.15 P.M. The First Stall will be hung at 2.45 P.M.

The Charge for Admission to the Public Enclosure will be \$1.00 for all Persons including Ladies. Soldiers and Sailors in Uniform—Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right to introduce 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LYNSTAD & DAVIS at \$5 each up to FRIDAY, 4th JUNE.

The Charge for Admission for Ladies to the Members' Enclosure will be \$2. Each Member can obtain, upon application to the SECRETARY, Badges for the Admission of 2 Ladies Free of Charge. [3630]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION

TWO LOTS.

VALUABLE LEASEHOLD PROPERTIES.

N.W. 1/4 LOT No. 1.

ALL THAT Piece or Parcel of Ground situate at MONGKOKTSUI in the Colony of Hongkong and Registered at the Lands Office as S. SECTION 1 of SECTION C of KOWLOON INLAND LOT No. 1241. Together with the Building thereon now known as No. 577, SHANG-HAI STREET.

LOT No. 2.

ALL THAT Piece or Parcel of Ground situate at MONGKOKTSUI aforesaid and registered at the LAND OFFICE as KOWLOON INLAND LOT No. 1820 containing about 4.25 Square Feet.

IN TWO LOTS.

By MR. E. V. M. DE SOUSA, Auctioneer,

AT THE CHINA AUCTION ROOMS,

No. 4, DUNDRELL STREET, HONGKONG,

ON FRIDAY, THE 11th DAY OF JUNE, 1926,

AT 3 O'CLOCK P.M.

For further Particulars and Conditions of Sale, Apply to—

Messrs. GEO. K. HALL BRUTON & CO.,

Mortgagees' Solicitors,

St. George's Building, Chater Road,

Hongkong, 27th May, 1926. [3613]

STRAITS SETTLEMENTS 7 PER CENT. LOAN 1921-1926.

HOLDERS of BONDS of the above Loan are Reminded that their Bonds are Redeemable at Par on 1st MAY, 1926, after which Date all Interest will Cease whether Payment of the Principal has been demanded or not.

It will be necessary for Holders of "REGISTERED BONDS" to surrender them at the TREASURY, Singapore, and at the same time to give a Receipt for the Money Received in Exchange.

Registered Holders Not Resident in Singapore, who have not already made arrangements with Singapore Banks can, on application to the COLONIAL TREASURER, Singapore, obtain a Form authorising some Bank or Person in Singapore to Receive the Principal on their behalf.

"TRANSFER BONDS" of the above Loan will be Paid for on Delivery at the TREASURER and some Port Offices in the Colony on or after the 1st MAY, 1926.

REGISTERED BONDS may at any time before 15th APRIL, 1926, be Exchanged for TRANSFER BONDS at the TREASURY, Singapore. A Small Charge is made for the Exchange.

A. M. POUNTNEY,

Treasurer,

STRAITS SETTLEMENTS.

[3607]

INTIMATIONS.

FELIX VILLAS.—At the TERMINUS of the new BUS SERVICE, European residences equipped with modern sanitation, electric light, gas, as well as garage and comprising 6 rooms, 4 bathrooms, servants' quarters, etc., at \$150 and upwards. These comfortable residences on Mount Davis Road, face South and are situated in one of the most delightful localities in Hongkong. Apply to the HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [3428]

SAFE DEPOSIT VAULTS.

THE BANQUE DE L'INDOCHINE beg to inform All Interested in SAFE DEPOSIT, that they have actually in their New Building, 5, QUEEN'S ROAD, SAFE DEPOSIT BOXES at the Yearly Rate of \$8 for the Small Size and \$12 for the Large Size. Please Apply to The CASHIER. [3473]

INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

THE FORTY-FIFTH ORDINARY GENERAL MEETING of the Company will be held at the Office of the General Managers, Messrs. JARDINE, MATHESON & CO., LTD., Pedder Street, Hongkong, on THURSDAY, the 10th JUNE, 1926, at 12 Noon, for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to 4th JUNE, 1926, both days inclusive.

By Order of the Board,
JARDINE, MATHESON & CO., LTD.,
General Managers. [3587]

Hongkong, 20th May, 1926.

TO LET.

A 4-Roomed FLAT in CARNARVON BUILDING, Kowloon.—Apply to HUBBARD'S ESTATE & FINANCE CO., LTD., Alexandra Building. [3543]

PREMISES TO LET in the DAIRY FARM BUILDING, PENNINGTON STREET, East Point, Floor Area 5,835 Sq. Ft. Height: 20.40 Ft. Make Excellent Godown. For further particulars apply to the SECRETARY, THE DAIRY FARM, ICE & COLD STORAGE CO., LTD. [3556]

Soon Vacant. Semi-detached HOUSE, Magazine Gap. Ideal Position. Cool, Excellent Views, consist of Suite of Five Rooms, Two Bathrooms, Hot and Cold Water, Use of Telephone, Lawn Garage, Ample Servants' Quarters. Entirely Self-contained. Furnished \$750. Unfurnished \$250. For Sale or Rent. "DEERINGTON", Peak Road, Beautiful House in Spacious Grounds, Centrally Located. Smaller Houses also Available. Houses Flats, Building Lots, Negotiated. "SMALL INVESTORS", Tel. 4830.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE, PENANG, COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED FOR EGYPT, MEDITERRANEAN AND CONTINENTAL PORTS AND LONDON.

THE Steamship

"NAGPORE"

carrying His Majesty's Mail, will be despatched from this Port at Noon on MONDAY, the 7th JUNE, 1926, taking Cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at this Office until Noon on the 6th JUNE previous to sailing. The Contents and Value of all Packages must be declared.

For further Particulars, Apply to—

MACKINNON, MACKENZIE & CO., Agents

Hongkong, 2nd June, 1926. [3638]

PREPAID "WANTED" ADVERTISEMENTS.

WANTED.—EUROPEAN with Morning Free, Wishes Obtain Commercial Experience Any Firm, Preferably Import and Export. Box 193, c/o Hongkong Daily Press. [183]

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c.

Comprehensive and Complete Report of the

NEWS OF THE FAR EAST

Is given in the

HONGKONG WEEKLY PRESS.

with which is incorporated

THE CHINA OVERLAND

TRADE REPORT.

Subscription, paid in advance—\$15 per annum for delivery in Hongkong, including Postage to any part of the world—\$11.

INTIMATIONS.

FINE PORTS AND SHERRIES

Bottled and shipped by

Geo. G. SANDEMAN SONS

& Co., Ltd.

PORTS:

	DUTY PAID.	
	Per Case	Per Bot.
Invalid ...	\$39.00	\$3.30
Douro ...	38.00	3.25
Old Tawny ...	44.00	3.75
Estrella ...	48.00	3.90
Very Old Tawny ...	58.00	4.75
Oldest & Finest ...	60.00	5.00

SHERRIES:

Light Dry ...	\$32.00	\$2.75
Solera ...	37.00	3.10
Very Pale Dry ...	38.00	3.25
Pale Dry Nutty ...	40.00	3.40
Fine Old Brown ...	44.00	3.75

A. S. WATSON

& CO., LTD.

Wine and Spirit Merchants.

BIRTH.

WALLACE.—On May the 31st at Tsingtao, to Mr. and Mrs. JAMES M. WALLACE, a son, MICHAEL ANTHONY. [3641]

Hongkong Office: 14, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 3RD, 1926.

INDUSTRIAL PROSPERITY.

For five or six years the politicians in Great Britain have been urging all sections of the community to co-operate in order to increase production. The economists and the statesmen have insisted that a manufacturing country can maintain a dense population only if it can produce cheaply. About four months ago the Prime Minister hinted to the trade-union leaders that they should investigate industrial conditions in the United States of America. It was generally believed that American workmen have relatively higher wages and work under better conditions than any other workmen in the world. Why not investigate the matter? was the very sensible suggestion of Mr. Baldwin.

The idea was immediately taken up by an enterprising British newspaper. The Daily Mail approached Mr. WILLIAM

Mosses, an experienced and trusted trade union leader, and requested him to select workmen representative of various trades who would undertake the mission. These men, financed by the paper, proceeded to America, and were given every opportunity to form an independent judgment regarding the causes of American prosperity. The Americans received the mission in a spirit which cannot be too highly praised. The British workmen saw a great deal. Nothing was hidden from them, every question was answered frankly. Although each member of the mission is preparing a separate report

and there are various opinions about details, there is unanimous agreement upon all essential points. It is generally conceded that the American workman owes his prosperity to the fact that he can, without any restrictions, take on any job for which he has the necessary ability and that no limit is placed on the amount he may earn.

In Great Britain the old idea of the guilds and apprenticeship system still obtains. It is thoroughly sound in principle, but for every good rule there are exceptions. There are some men with a natural aptitude for a particular craft who can learn more in a month than another man can learn in a year. It has not been proved that for the vast majority the apprenticeship system is wrong. On the contrary. What the British workmen who visited America appear to have discovered is something different. They have seen, let us say, an electrician doing very good work indeed. They have been surprised to find that he was never apprenticed to the trade. In this connection we may remember that many of the most important improvements in broadcasting have been due to the work of amateurs. It would be absurd to suppose that the average man can become an electrician or an automobile engineer without a thorough and complete training, but we can imagine circumstances in which a determined and able man might gain all the knowledge needed without going through the orthodox apprenticeship. In America, it would appear, the men of ability are given more scope than in Great Britain.

The great anxiety of nearly all working men is that they are not sure of continuous employment. The most diligent workman may suddenly find himself out of a job through no fault of his own and for no reason connected with his character as a worker or a citizen. It is this anxiety which has led to the framing of many rigid trade union rules and these rules, there is no doubt, often prove detrimental to the interests of those for whose benefit they were originally introduced. In the United States neither the workmen nor the employers object to the men passing from a slack trade into one which needs labour. In these days of almost human machinery it is not particularly difficult for a man to turn his attention from one class of work to another. To put the matter very bluntly it seems as if the workman in America has much greater individual liberty than in the European countries and uses it to his advantage. It also appears that both men and masters have realised that utter futility of strikes and lock outs, for industrial quarrels have decreased very much in number during the last seven years. The figures are 4,450 for 1917 and 1,327 for 1924. One other point is well worth noting. After making all necessary adjustments to the cost of living, it is stated that "real" wages have risen in the United States three times in value since 1913. Employers have found that it is profitable to pay high wages, for high wages increase human efficiency.

Inspector Shaftain, of the S.C.A., arrested three men last night who were found to have in their possession a large quantity of Po Piu lottery tickets. The arrests were made at No. 8, Stanton Street.

The Water Police received a report last night that a sampan belonging to the Netherland Harbour Works, North Point, had drifted away between Tuesday night and yesterday morning. It has not yet been recovered.

Three men armed with daggers entered an unnumbered house in Kowloon City Road last night, held up the inmates, and stole money and jewellery valued at \$80. They obtained admission by stating that they were looking for a friend. The men escaped, and have not yet been arrested.

The case arising out of an incident at the Star Theatre, in which a number of Portuguese are concerned, was further adjourned at the Kowloon Magistracy yesterday. Mr. M. K. Lo, who represents one of the parties, was absent owing to illness. The hearing will be resumed to-day.

At the Central Magistracy yesterday, a Chinese pantry boy of the S.S. Tai Shan was fined \$1,000, or six months' hard labour for possession of six taels of opium.

At the Kowloon Magistracy yesterday five cobblers were each fined \$3 for damaging the pavement in Haiphong and Peking Roads by driving iron stakes in the ground.

A Shantung constable, found guilty of sleeping whilst on duty at the deported alien, Yaumati, was fined \$15 with the alternative of 14 days' imprisonment at the Kowloon Magistracy yesterday.

Described by Mr. R. E. Lindsell as "an incorrigible rogue," a Chinese, who had several convictions registered against him, was sentenced at the Central Magistracy to three months' hard labour for stealing a pair of shoes.

At the Central Magistracy yesterday, S. M. Payne, was fined \$10 on a charge of drunkenness. He pleaded that he was out of work, had a wife and family to support, and had got drunk "to drown his sorrows."

A Chinese arrested for cutting trees at Cheung Sha Wan was remanded for a week at the Kowloon Magistracy yesterday because his companion, who was also arrested, endeavoured to escape from two Indian constables, and is in hospital as a consequence.

Four men committed an armed robbery at Yaumati at eleven o'clock yesterday morning. They entered No. 10, Saigon Street, where they stole rattan bangles and a child's bangle. After wounding an ayah, who offered resistance and attempted to raise an alarm, with a chopper, the robbers decamped with their small haul.

The cases of notifiable diseases which occurred in the Colony during the week ended May 29th were: one Chinese case of small-pox; two Portuguese and two Chinese cases of diphtheria (one death) and two fatal Chinese cases of enteric fever. During the 24 hours ended May 31st there was one Chinese case of small-pox and three Chinese cases of enteric fever.

RAINFALL IN MAY.

NEARLY SIX INCHES.

There was a total of 5.83 inches of rain during May according to the records kept at the Botanic Gardens.

There were 19 days when no rain fell. On ten days there was a fall of less than an inch. On the two other days of the month, May 21st and May 24th, there were 1.32 and 1.31 inches of rain.

LOW-JUNE TEMPERATURES.

On Tuesday, June 1st, between 2.48 p.m. and 3.05 p.m. the temperature fell from 75.0 to 68.5 (the lowest on record for June). Beating the previous record on June 10th, 1899, by 0.4. The relative humidity in the same interval increased from 67 per cent. to 91 per cent.

At 2 a.m. on June 2nd, the temperature fell still lower, to 66.2. This will probably make June 2nd the coldest June day on record; the previous lowest mean daily temperature in this month having been 72.1 on June 13th, 1888.

These low temperatures are due to an anticyclone which formed over China on May 28th, began to move eastward on May 31st, but slowed down and strengthened on June 1st. Very exceptional conditions for June.

"GOD SAVE THE KING."

Grandly from chaos was cosmos born,
Form from the blank void grew,
Out of the still night crept the dawn,
Gladly earth's day smiled through;
Promise of good from the cloud was drawn,
Sunbeam and shower and dew.

Only by care were the wonders wrought—
Season and light and shade
Only might be by a Master Thought,
Only in Wisdom made;
Nations by Infinite Love were brought
Into Life's scheme—and weighed!

Lord of the universe, Lord of man,
We are Thy people to-day,
Fading we know, for as things began
So must they slip away;
Yet hast Thou granted our chosen span—
Ours to fill in as we may!

Lord of creation, of soul, of space,
Bid us in honour to fling
Far the drab sins that our nation debase,
Make us more meet to bring
Prayer that is real to the throne of Thy grace,
Not in light jest would we plead for our race,
Honestly, loyally, seeking Thy face,
When we say—"God Save the King!"

GLADYS JACKSON.

Hongkong, June 3rd, 1926.

NEW POLICE LAUNCH ASHORE.

STRIKES ROCK, BUT GETS OFF.

"HENRY KESWICK" TO RESCUE.

News reached the Water Police by wireless last night, that No. 1 Police Launch, the new Government vessel built by Messrs. W. S. Bailey & Co., Kowloon, for special patrol duty, which was launched as recently as April 15th, had gone ashore at the North Port of Shelter Island. This Island is situated in the Sai Kung District, about 20 miles from Hongkong.

As soon as the news was received steps were taken to keep in touch with the launch and to make arrangements for sending out assistance.

Various messages were received at intervals during the evening, one of which stated that the launch was making water, but at eleven o'clock the reassuring news was received that the vessel had got off the rocks and was anchored.

At midnight the Henry Keswick, the Kowloon Dock rescue tug, was reported to be ready to proceed to the scene of the mishap, and the Hon. Mr. E. D. C. Wolfe, accompanied by Inspector Bond, left the Water Police Station for Kowloon Docks, and left on the tug.

The Henry Keswick was to stand by and render all assistance possible, but in view of the heavy sea running and the bad night generally, it was not considered likely that an attempt would be made to tow the damaged launch into port until daylight.

It was learned by a Daily Press representative at a late hour last night that if further reports received indicated the necessity of further assistance, in addition to that provided by the Henry Keswick, the Kau Sing, the new rescue tug, will leave for the spot this morning.

There is a crew of 24 on board the launch under Sub-Inspector Brown, who has with him another European police officer, Lance-Sergeant Darkin. The launch was engaged in her usual patrol duties when the mishap occurred, but under what circumstances she went ashore is not yet known, no details of the accident having been received at Kowloon last night. It is expected that the launch will arrive in Hongkong this morning when a report of the occurrence will be made to the authorities, but until then the above particulars are all that could be obtained.

It is satisfactory to note that there was no question of any danger with regard to life. As to the extent of the damage to the new launch, which cost a considerable amount of money to build, that remains to be seen.

It should be mentioned that if it had not been for the launch being fitted with wireless equipment, no news of the disaster would have reached the Colony last night, as it was, the Peak Wireless Station was able to keep in constant touch with her from the time the first message was received right through the night.

Among the Police officers who stood by the Water Police Station last night after the news was received were Mr. D. Burlingham (D.S.P.) and Divisional Inspector Aria.

THE DERBY.

CORONACH WINS THE GREAT RACE.

MOST DISAPPOINTING DAY.

[THROUGH REUTER'S AGENCY.]

LONDON, June 2nd.

The result of the Derby was as under:
Coronach.
Lancgaye.
Colorado.

Betting:—
Coronach, 11/2.
Lancgaye, 40/1.
Colorado, 2/1.

Nineteen ran.
Won by five lengths; short head.

DISAPPOINTING DAY.

The hopes excited by yesterday's weather were disappointed this morning, after a nightlong downpour. The spirit of gaiety and merriment associated with the pilgrims to Epsom was largely absent this morning. Venturesome enthusiasts who, despite the rain, started early in open carts and vehicles were insufficiently covered to keep out the downpour, and found difficulty in being happy and jolly.

Thousands who intended to see the Derby abandoned the project.

It was noticeable that London traffic centres, usually congested on fine Derby Day mornings, were comparatively clear today.

THE PROBABLES.

LONDON, June 1st.

The latest list of probables, with jockeys, for the Derby is as follows:—

Apple Sammy (Jelliss).
Bassoon (Quirke).
Cimiez (Smirke).
Colorado (Weston).
Comedy King (Dempsey).
Coronach (Childs).
Finglas (Archibald).
Harpagon (Perryman).
Lancgaye (Kirby).
Legros (Benny).
Macanudo (Lane).
Pantera (Wragg).
Review Order (H. Bensley).
St. Mary's Kirk (Burns).
Simon The Beggar (J. Leach).
Swift and Sure (R. Jones).
War Mist (Ealing).

THE BETTING.

Colorado, 6/4.
Swift and Sure, 7/1 t. and o.
Coronach, 7/1 o. 8/1 t.
Lex, 10/1 t.
Apple Sammy, 18/1 o., 20/1 t.
Finglas, 25/1.
Cimiez, 33/1 t. and o.
Review Order, 33/1 o.
Harpagon, 40/1.
Tensicity, 50/1 t. and o.
Macanudo, 50/1 t. and o.
Comedy King, 50/1 t. and o.
Lancgaye, 50/1 t. and o.
War Mist, 50/1 o.
Pantera, 60/1 t. and o.
Legros, 100/1 t.
St. Mary's Kirk, 100/1 t. and o.
Bassoon, 100/1 t. and o.
Simon The Beggar, 100/1 t. and o.

MOROCCAN SITUATION.

FRANCE AND SPAIN CLEARING UP AFFAIRS.

PARIS, June 1st.

There still remains some cleaning up to be done in Morocco now that the dangerous pocket formed by Beni Zerual has been practically eliminated. The Franco-Spaniards have to clear the district north-east of Wezzan and this means joint action against the Jebala tribe in the direction of Sheshuan necessitating a considerable Spanish advance. The war party of the Riff appears to be preparing to resist. Abd el Krim's War Minister, accompanied by the Riffian Harkh, is reported to have arrived at Sheshuan.

PORTUGUESE REVOLT.

PROVISIONAL GOVERNMENT'S APPOINTMENTS.

LONDON, June 1st.

A message from Coimbra, says that the revolutionary Provisional Government has made the following appointments:—
Major Ochoa, Minister for Interior, Commerce and Agriculture, and Major Cabecadas, Minister for Marine, Finance and Justice.

ANOTHER INDIAN RIOT.

MOHAMMEDANS AND HINDUS AGAIN CLASH.

CALCUTTA, June 1st.

A most trifling incident, arising out of a Mohammedan touching a Hindu's water pot, led to a communal riot at Halisahar, 25 miles from Calcutta. Mill hands belonging to both communities indulged in free fighting using sticks and stones. Twenty were seriously injured.

FOOT AND MOUTH DISEASE.

MINISTRY OF AGRICULTURE'S IMPORTANT DISCOVERY.

[BRITISH WIRELESS SERVICE.]

RUGBY, June 1st.

Colonel Guinness, Minister of Agriculture, addressing the Council of Agriculture in London, stated that an important discovery had been made that a new outbreak of foot and mouth disease in Scotland was traceable to foreign pigs imported for curing at British curing factories. He said "There have been seven outbreaks of the disease in the vicinity of a bacon factory at Carlisle and they are all traced to virulently infected carcasses of pigs brought from Belgium through Holland. Apart from the carcasses at Carlisle we have another case of infection at Carlisle and a shipload including infected carcasses has arrived at Leith. An embargo has been placed on the landing of that cargo and it has been sent back to the port of origin. We have long suspected that foot and mouth disease must be brought to this country by foreign meat and especially offal. For the first time we have obtained definite evidence. It must be remembered that at the Ministry of Agriculture we have no machinery in the ordinary case for inspecting meat cargoes at the ports, but now that we have traced back this outbreak I think it is absolutely imperative that we should take action to minimise risk. At the same time, this matter raises issues of great importance affecting foreign countries, as well as ourselves, and I must get the approval of my colleagues to any action which may be taken.

[THROUGH REUTER'S AGENCY.]

DRUGS IN CHINA.

CHINESE ABSORB CHARGES AGAINST BRITAIN.

GENEVA, June 1st.

"Britain is poisoning the world with its drugs," exclaimed Mr. Chu, the Chinese representative on the League of Nations' Advisory Committee on opium.

Sir Malcolm Delevingne (Britain) had complained that 200 kilograms of morphine and heroin had been sent to Shanghai from Germany, the Chinese Government certifying that these drugs were intended for medical purposes in Shanghai hospitals, whereas they were destined for other usages, and, that despite Britain's representations in the matter to the Chinese Government, the consignment had been released.

This brought Mr. Chu's exclamation mentioned above. He protested excitedly against the alleged attack on his Government, adding that anti-British feeling in China was increasing daily.

M. Bourgeois (France) presiding, cut the lively incident short by announcing the tea interval.

OIL SUPPLY.

IMPORTANT GERMAN COMPANY MOVE.

BERLIN, June 1st.

At a general meeting of the Erdöl Company, Germany's biggest oil organisation, the Chairman announced that the Company's buying, selling and distributing organisations had been turned into a separate Company, called Olex, which had signed a several years' delivery agreement with the Anglo-Persian Company. Erdöl has thereby regained the production which it lost through the war and re-won to a certain extent its position in the petroleum industry throughout the world.

[REUTER'S AMERICAN SERVICE.]

STEAMER RAMMED.

CREW RESCUE WOMEN AND CHILDREN.

NEW YORK, June 1st.

An oil tanker rammed and sank the steamer *Washington Irving*, running between Albany and New York. Six hundred passengers were rescued and there were no serious injuries. A number of women fainted. The crew of the steamer was most cool and formed a human chain, whereby the women and children were lowered to the lifeboats, from which they were picked up by ships which rushed to the scene of the disaster.

COAL SITUATION.

DEBATE IN HOUSE OF COMMONS.

GOVERNMENT CRITICISED.

[THROUGH REUTER'S AGENCY.]

LONDON, June 1st.

A debate on the coal situation was initiated in the House of Commons by Mr. Ramsay MacDonald who emphasised that the situation was fraught with grave national peril. The House must endeavour to make some practical contribution to the solution and he criticised the Government's handling of the crisis, especially the withdrawal of the subsidy. He declared that money must be found to put the coal industry on its legs. The problem which future Governments would have to face would be that the only complete form of co-ordination of coal pits was nationalisation. (Labour cheers.) Mr. Lloyd George urged the Government to introduce forthwith, legislation for the reconstruction of the coal industry.

FORCE OF NO USE.

Mr. Stanley Baldwin said he was willing to resume negotiations at any moment, but he was unwilling to pledge the taxpayers' money indefinitely to support this one industry. Nor would he be forced by a stoppage to take political control of the mines, whatever settlement was ultimately reached. Probably some Government assistance was necessary and the Government was prepared to do that, but, pending a settlement, he was unable to say what the form or what the amount of the assistance would be. No Government could compel a settlement, but the moment there was a first glimmer of the temper for negotiations, the Government would do its best to assuage differences and asperities, to see fair play and to undertake any necessary legislation. Primarily, the future depended on the statesmanship of the two parties to the dispute, for no force imposed on reluctant men could bring a lasting peace.

LABOUR AMENDMENT DEFEATED.

A Labour amendment to reduce the Ministry of Mines' vote, on which the debate arose, was defeated by 252 votes to 108.

Mr. Snowden said he had never listened to a speech with such hopelessness and despair as he heard the Premier that evening. Mr. Snowden was of opinion that the only solution of the deadlock was action by the Government itself.

[BRITISH WIRELESS SERVICE.]

NO RESPONSE TO OFFER.

RUGBY, June 1st.

In the House of Commons, Mr. Ramsay MacDonald, Labour leader, asked what was the present position in regard to the coal subsidy?

The Premier referred to the letter addressed to the Miners' Federation on May 22nd stating that it would be impossible for the Government to hold open beyond the end of the month the offer of a subsidy of £3,000,000. He said that as this letter had elicited no response, the Government must reserve to themselves complete liberty of action.

Later, when the House went into Committee of Supply on a vote for the Mines Department, Mr. MacDonald again raised the question of the coal stoppage. In view of the paralysing effect of the stoppage upon great national industries, he urged that the Government could not afford any longer to stand aside.

TIME TO ACT.

Mr. Lloyd George, Liberal leader, declared there was nothing left but for the Government to act. He referred to the letter written by Mr. Herbert Smith, President of the Miners' Federation, in which Mr. Smith said that he would not accept any wage reduction before the reconstruction of the coal industry but that he was willing to accept the logical conclusions of reconstruction, and that he wanted to be assured first that the economic conditions of the industry rendered a wage reduction essential before he accepted that wage reduction. Mr. Lloyd George suggested that the Premier should take action upon the basis of the Coal Commission's report—that he should introduce legislation for the purposes of the reconstruction of the coal industry and should set up a Wages Board. He believed that would bring this desolating conflict to an end.

(Continued on next column.)

"CANCEL WAR DEBTS."

AMERICAN PUBLISHER AND EUROPEAN DISLIKE OF U.S.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, June 2nd.

Mr. Adolphe Ochs, principal owner and publisher of the *New York Times*, who has returned after a three weeks' visit to Europe, interviewed, advocated the cancellation of war debts and the dedication of the sums concerned to the furtherance of permanent peace.

He declared Americans were returning from abroad "with the impression that we were not liked, and the feeling is growing so fast that it will eventually become a burden."

Mr. Ochs attributed the dislike of the Europeans to America to the fact that "We are a very wealthy nation pressing them to pay debts which we ourselves know they can never pay."

SEQUEL TO TRIAL.

STATE WITNESS'S HOUSE BLOWN UP.

NEW YORK, June 1st.

A message from Bridgewater, Massachusetts, says that the house of Samuel Johnson, a brother-in-law of one of the principal State witnesses in the trial of the Italians, Sacco and Vanzetti who have been sentenced to death for the murder of a cashier in 1924, was blown up by dynamite this morning. Johnson and his family escaped uninjured.

THE DUCHESS OF YORK'S BABY.

PRESENTS RETURNED OWING TO ROYAL FAMILY'S CUSTOM.

Presents of flowers for the Duchess of York and countless gifts for the baby have been received. Women in all parts of the country have sent baby garments, including bonnets and shawls.

Presents from people personally unknown to the Duke and Duchess have been reluctantly returned, as it has for a long time been a strict custom among the members of the Royal Family that no gifts can be accepted from strangers. Princess Mary was compelled to return a number of such presents sent to her at the time of her wedding.

GOVERNMENT ATTITUDE.

The Premier, replying declared that the proposals which had been made by the Government for the settlement of the dispute and which the coal-owners and miners had both rejected, were an attempt to deal with the problem strictly on the lines of the Coal Commission's report. "The coal-owners resented what they called 'political interference.' He had never concealed his view that the less industries had to do with the Government the better, but it was impossible for this or any other Government to disinterest itself in the affairs of a great basic industry, which, by its nature, had such a repercussion on all the industries of the country. Any Government must seek in every way to bring the parties to reason and to do so, if possible, without resorting to force. His attempts had so far met with little response. The deadlock continued, but he had not lost touch yet. A great deal could be done and all that the Government could do, it would do.

The Premier pointed out that the Members for the mining constituencies of Montgomeryshire and Mansfield, representing different parties, had publicly appealed for a more reasonable attitude towards negotiation among their own colleagues. "Wisdom," concluded the Premier, "is the slowest growth among plants, but it will come in time and I believe sooner than many people expect. I am not sure now that I do not see that small movement of earth where the shoots of the new plant are beginning to appear. The moment that happens, I shall, as I have done hitherto, buckle to the task once more and, if it be then that legislation will help, I shall be prepared to introduce it."

CRICKET AT HOME.

MIDDLESEX-AUSTRALIAN MATCH DRAWN.

THE COUNTY PROGRAMME.

[THROUGH REUTER'S AGENCY.]

LONDON, June 1st.

The match at Lords between Middlesex and the visiting Australians was drawn. Middlesex carried their innings to 349, Stevens making 149. He batted solid for three and a quarter hours and hit 12 fours. Murrell made a dashing 54. Gregory took four wickets for 73 and Everett three wickets for 75.

The Australians had compiled 239 for five wickets when stumps had to be drawn. Woodfull contributed 100.

COUNTY MATCHES.

HAMPSHIRE'S EASY WIN.

Playing at Southampton, Hampshire defeated Sussex by ten wickets. The scores were:—

Hants, 250 and 110 for no wickets.
Sussex, 126 and 333.

There was very consistent scoring in Hampshire's first innings, Brown making 84, Mead 65, Jameson 54 and Boyes 50. In the second knock, Howell (52) and Newman (50) made the required runs between them.

For Sussex, Landridge with 87 and A. H. Gilligan with 70, were the only scorers of note. In Sussex's first innings, Boyes took six wickets for 23 runs.

ANOTHER POINT FOR YORKSHIRE.

Playing at Sheffield, Yorkshire gained a first innings' advantage over Kent. The scores were:—

Kent, 206 and 238.
Yorkshire, 242 and 71 for no wickets.

In Kent's first innings, Hardinge made 75, Macaulay taking five wickets for 65 runs. In the visitors' second innings, Hardinge was again prominent, making 60. Woolley was top scorer with 94, not out. For Yorkshire, Sutcliffe made 68 and Holmes 66.

EXCITING FINISH.

In the Lancashire and Surrey match at Manchester, there was a remarkable finish, Lancashire winning by 34 runs and dismissing the last remaining Surrey batsman with the last ball of the match. The scores were:—

Lancashire, 181 and 253.
Surrey, 276 and 124.

In Lancashire's first innings, Makepeace made 68, Fender taking six wickets for 48 runs. E. Tyldesley was top scorer in Lancs' second knock, making a useful 97. For Surrey, Sheppard and Fender made 57 and 58 respectively, whilst Ducat made the only century of the match, scoring 116. Sibbles was successful with the ball, taking six wickets for 83 runs. In Surrey's second innings, Hobbs made 49, Lancashire managed to get the last man out with the last ball of the match.

WALKER CUP GOLF.

THE FIRST ROUND.

ST. ANDREWS, June 2nd.

The Walker Cup scores at the end of the first round of the foursomes were: Wethered and Holderness three up and one to play against Quimet and Guilford. Sweetser and Vonelm two up against Harris and Hezlet. Jones and Gund six up against Tolley and Jamieson. Gardner and Mackenzie six up against Storey and Brownlow.

TRADE WITH THE DOMINIONS.

LORD BURNHAM'S VIEWS.

Lord Burnham, speaking on "Britain and Greater Britain" at the weekly luncheon of the Soroptimist Club, at the Criterion Restaurant, said we had in Africa a new Empire which was designed to rival in its wealth and opportunities the Eastern Empire which had counted so much in British history.

Visiting Ceylon recently he found a prosperity which was amazing, and was enjoyed as a result of the revival of the rubber market in the first place. In Malaya there was also great development in this line of production, and in both these places Great Britain had as near a natural monopoly as one could see.

He did not think our trade with foreign countries would count half as much in the future as it had done in the past. On the other hand, our export trade, and especially our export trade of manufactured goods to our Dominions, was rising steadily. Undoubtedly our greatest opportunities were in Australia and New Zealand; and he was certain that in Canada there was the strong determination to trade with Great Britain so far as they could.

CORRESPONDENCE.

KAI TACK BUND.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS"]

SIR,—Allow me to draw the attention of the Authorities to the health conditions at the above.

On reclaimed land, there has been erected a row of 17 houses, for which occupation certificates were issued over a year ago. It is now over 12 months since the first tenants moved in; but there are no roads to these houses and, whenever it rains, it becomes impossible to get to Kai Yan Road without wetting one's feet. In front of these houses there is a wide road which is not yet levelled and in the holes of which mosquitoes find a convenient breeding place. Two months ago, waggon-loads of earth were deposited on this road for the purpose of filling up the "rain gauges." This earth is still there but no work whatsoever was attempted. In short, a disgraceful state of affairs obtains in Kai Tack Bund.

To my mind, both the Sanitary Board and the Building Authority should, without further delay, look into these matters. —I am, etc.,

Hongkong, June 2nd, 1926.

PROPERTY SALES.

At Messrs. Lammert Brothers' auction rooms, yesterday afternoon a leasehold property, No. 49, Bonham Road, was sold by order of the mortgagee.

This property has an area of 14,130 square feet, a Crown rent of \$65.75 and a 999 years' lease from 1862.

The upset price was \$50,000, with bids of \$500 acceptable. Bidding was fairly brisk and rose to \$34,500, at which figure the property was knocked down to Miss Lee Yan Leung.

The Ming Yuen Gardens property and Nos. 21, 22, 23 and 24, Hill Road, which were to have been offered for sale yesterday afternoon were withdrawn.

CHINA AUCTION ROOMS.

At the China Auction Rooms, Mr. E. V. M. R. de Sousa sold, by order of the mortgagee, a leasehold property at Yau-mat, namely Nos. 201 and 203, Portland Street, situated on Section A and B of Kowloon Inland Lot No. 1183.

The area of this property is 1,872 square feet, with an annual Crown rent of \$3.85 and \$1.28 respectively.

The upset price was \$10,000, and this sum increased by bids of \$200 to \$12,800, at which figure Mr. Li Cheung, 28, Bonham Strand West, became the purchaser.

AN INGENIOUS INVENTION.

HANDY READING MACHINE.

A POSSIBLE PAPER SAVER.

New York, March 30th.

A "reading machine" that folds into the size of a fountain pen and is designed to do away with the present methods of reading bulky books has been invented by Rear Admiral Bradley A. Fiske, retired, the *Herold Tribune* says.

Admiral Fiske, has completed a working model of the invention which he described as likely to render obsolete printing presses and type-setting machines and to revolutionize the publishing business. The device also is expected to make eye-glasses unnecessary for many readers who now wear them.

The invention, which Admiral Fiske calls the "Fiske Reading Machine," consists of an apparatus not unlike a long-nose on which are mounted a magnifying lens for one eye, a shield for the other, and a rack to hold reading matter.

The reading matter for use with the machine is produced directly from typewritten manuscript by photography and is so microscopic as to be undecipherable with the naked eye.

The Admiral has had the first volume of Mark Twain's "Innocents Abroad," a book of 93,000 words, prepared as an example, and it appears as a 13 page pamphlet three and three-quarters by five and three-quarters inches in size. The expense of production, he says, would be but a small fraction of the cost of publishing a book.

The advantages of reading, with one eye, according to Admiral Fiske, centre about the absence of any necessity for focusing. The eyes are protected from all glare, and if the instrument is once properly adjusted, it will remain exactly in focus, eliminating all strain. The reduced characters are so magnified that they appear larger than ordinary type. The first important field in which Admiral Fiske expects to see the machine used, to advantage is that of bulky reference books. Encyclopedias, dictionaries, law books and records, generally are large and difficult to handle or store,



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"LAWN TENNIS AND HOW TO PLAY IT."

BY
SUZANNE LENGLEN.

No. 4.

THE BACKBONE OF THE GAME. . . THE FOREHAND
DRIVE. . . KEEP YOUR EYE ON THE BALL. . . SWING,
TIMING AND FOLLOW THROUGH.

(THE FIFTH OF THIS SERIES OF ARTICLES BY MISS SUZANNE LENGLEN WILL
APPEAR IN THE "DAILY PRESS" ON TUESDAY NEXT—ALL RIGHTS
RESERVED).

Although a game of lawn tennis, of course, always opens with the service there are a good many reasons why I want you to study the forehand drive first. You will have a forehand shot ten times as often as you will have a service, twice as often, probably, as you will have all the other shots in the game put together. That is why I call it the backbone of lawn tennis.

Now I have already dealt with the proper grip for this shot. I have also mentioned the horizontal drive, and here I want to lay stress on one thing. It is your object, when you are playing any shot, to catch your opponent out of position, and it will be clear that the quicker you play the ball after it has bounced, the less time will he or she have to get back into a safe position. It used to be the custom to let the ball drop a good deal before it was hit, but that does not apply to-day. Take it at about the height of the shoulder. It will be difficult at first but it will pay in the end.

And now for the proper way in which to play it—those details which are so important.

THE FIRST RULE.

The first rule, and it is more important than all the rest put together, is: "Keep your eye on the ball until it actually meets the racket!"

I know that you will tell me you do this; I am just as equally sure that you don't. If you do, then you are a good player already, and well on the way to more success.

Of course, you think you do! But watch yourself very carefully—and then watch others. You are so sure that you're going to hit it with the centre of the racket—the only proper place, of course—that you take your eye off it, anxious to see where it is going—before you have hit it! You should have made up your mind where the ball is going before you start that long swing back which I told you about. After that the one thing to watch is the ball. Glue your eye to it no matter what is happening on the other side of the net. Watch it, if you can, till it leaves the racket. It sounds simple but you'll not learn it in a day or a week or a month or even a season. In times of stress I am afraid we all take our eyes off the ball occasionally; and almost always disaster follows. Your hand and wrist and arm, you see, have to work with your eye, and if your eye turns the job in, just before it is finished, what can you expect?

Now here is another instruction, which, though it looks simple, you are going to find difficult to carry out. Ninety-nine players out of a hundred get too near the ball when they play not only this stroke but almost every other. You must get into the habit of standing well away at full arm stretch, so that you can get the whole sweep of shoulders, wrist arm and racket at work in one line. If you do that you will find it not necessary to use a tremendous lot of force. The swing, the timing, and the follow through will give you all the pace you want—and a good deal more than your opponent wants generally! To play this shot with

a bent elbow is to lose not only speed, but direction as well.

I mentioned, earlier in this series of articles, that there is hardly one lawn tennis shot which is played with the player standing square to the net. In the forehand stroke you stand sideways, left shoulder to the net, weight well behind as you swing back, the weight to come in, of course, as you meet the ball.

THREE METHODS.

There are three ways of playing horizontal drives. Personally, I don't use top spin so I hit the ball with a plain racket, that is, with a racket which keeps at right angles with the ground. There is no spin at all, on a ball hit this way. It is what we call a perfectly plain ball.

Capt. Wilding, who used to take the ball a little bit lower than what I do now, used to whip it up from behind, putting top spin on it, and this caused it to jump forward when it hit the ground. I am getting into rather advanced tennis now, but I may also remark here that top spin helps to keep a ball inside the line, as it causes it to dive down as soon as it begins to lose speed. A ball driven with top spin will often look to be going a yard outside the court; but will suddenly duck and hit just inside the line.

The third way, a very common one in these days, is to turn the racket over slightly just as you hit the ball. The first five hundred times you try this you will send the ball into the net and, as a matter of fact, it is a dangerous stroke in the hands of a beginner. Perhaps we'd better leave it out for the time being.

But the one stroke I do want you to avoid is the old "underhand lift" drive, for it's quite out of date. Years ago the ball was allowed to drop to within a foot or eighteen inches of the ground, and the racket was swung on to it with an upward blow, much after the style of an ordinary under hand service. That stroke will never do any good in lawn tennis as it is played to-day. It cannot be made severe enough, and in my opinion it is not very accurate either.

Of course, most of you will have seen or heard of Miss Ryan, who has still another way of playing it. Miss Ryan, when a ball bounds at all high, cuts it with her racket in an almost vertical position, almost in the same way as the service. It is a great shot, and comes very fast off her racket, but naturally it is difficult to play when, on a soft court, the balls do not rise to any height.

I have tried to give you just an idea of every kind of forehand drive, but if you will take my advice you will stick to the first one for some time "at all events. The ability to hit what, as I say, we call a "plain ball" goes a long way in the game of to-day. It is a difficult shot to play with absolute accuracy but, once you have mastered it, you will come to be known as a pretty dangerous opponent.

In the meantime, by the way, don't forget to practise that backhand grip I wrote about. In my next article I hope to tell you some more about the way to play the backhand stroke, which is such a weakness amongst not only beginners, but even advanced, even tournament, even Wimbledon players.

INTERPORT SHOOT.

SHANGHAI AGAIN WIN TROPHY.

Shanghai, for the second successive year has won the trophy in the Interport Rifle Shooting Competition. The shoot was fired off in the Northern port on Friday last, the score being 940.

The Hongkong team scored 866 in their shoot on Sunday. Singapore scored 837.

Commenting on Shanghai's performance of Friday last, the *N.C. Daily News* says:—Mr. T. S. Parry is to be congratulated on his fine performance of 103 out of 105 points, which constitutes a record for individual shooting in an Interport match. Out of 210 counting shots, Shanghai made 112 bullseyes, 38 inners and 12 outers. Thanks are due to the umpires and to "A" and "B" Companies, S.V.C., for the use of the range.

Following are the scores:—

	200 yds.	300 yds.	400 yds.	Total
T. S. Parry	35	34	34	103
F. E. Hodges	30	33	33	96
V. Sharma	31	32	33	96
T. S. Main	31	32	33	96
T. S. Chen	31	31	32	94
K. McKelvie	32	31	32	95
A. M. Collaco	28	31	33	92
R. I. Ito	30	32	30	92
D. E. Sauvie	33	30	27	90
S. A. Ransom	28	32	29	89
	300	321	310	940

Counted out:

W. E. Sauer	27	30	29	86
C. W. Glover	28	29	28	85

Probably the phrases, "I beg your pardon" and "Thank you" do as much in the course of a year to add to the general cheerfulness of humanity as any other phrases of the same length.—*Mr. Robert Lynd.*

INTERPORT CRICKET.

HONGKONG'S SECOND DEFEAT.

F.M.S. WIN BY INNINGS AND 107 RUNS.

In the second of the series of Interport matches, which concluded at Kuala Lumpur, yesterday, the F.M.S. defeated Hongkong by an innings and 107 runs.

When play was brought to a close on Tuesday, the F.M.S. had scored 224 (Rhodes, 88; Maartensz, 33; Mustard, 27; Hennessy 26 (not out) and Penmon 26). Bowker took 6 wickets for 96, and Reed 3 for 53.

Hongkong, who on the previous day were all out for 41, went in again yesterday and scored 76 (Fincher, 17; Reed, 10; Ramsay, 10). Bostock Hill took 7 wickets for 46 runs and Hennessy took 2 for 18.

To-day the Hongkong team open their match against the Singapore Cricket Club at Singapore.

GOLF.

ROYAL HONGKONG GOLF CLUB.

DEWISON CUP.

The result of the May Qualifying Competition for the Dewison Cup was as follows:—

C. A. Middleton Smith.....77-12=89
qualifies.

Other scores:
J. W. Franks.....74-7=81
W. Lang.....76-9=85
A. S. Excell.....80-10=90
There were 38 entries.

HAPPY VALLEY, MAY POOL.

There were 74 entries in this competition. The results were:—

C. A. Grimes.....91-18=73
F. E. Booker.....90-15=75
W. McKay.....97-19=79
J. Stewart.....94-15=79
W. H. Edmunds.....90-18=79

GOLFERS' TALES.

STRANGE THINGS THAT HAVE HAPPENED ON THE LINKS.

THE FANLING TIGER STORY.

"A Golfer" writing in a Home paper on the strange things that happen on the links, makes reference to the shooting of a tiger at Fanling a few years since. "Not so long ago, he says in the course of his article, the fisherman had almost the monopoly of tall stories. Now-a-days the golfer shares the honours with him—but with the advantage of being able to produce witnesses to testify that 'the thing which couldn't happen has occurred.'"

In the match between the Army Golfing Society and St. Andrews the other day Colonel Howard and Lieut.-Colonel Buchanan, playing in the foursomes against J. Rodger and J. Mackie, became separated in a bunker. Each played a stroke simultaneously, and the two balls, converging on the hole, collided a few feet up in the air as they neared the green.

During a game on the new links in the National Park, near Jasper, Alberta, last summer, bears intervened and fought among themselves for a ball. Earl Haig, opening the links, drove the first fork. Lady Haig drove the next. Colonel F. F. Clarke drove the next, which had no sooner stopped than a bear came trundling out of the forest to investigate it. It was followed by another bear—and there was not much left of the ball by the time the two Bruins had chewed it about!

A TIGER ON THE LINKS.

On the Hongkong links, over on the China mainland, where I was playing a few years ago, a man-eating tiger intervened and livened things up considerably. He killed a Chinese and a Sikh policeman, who had rashly stung him up with an old shot-gun, before British marksmen, with high-powered rifles tracked him and sent him to his last accounting.

What do you do when you rouse a wasp's nest off the links? (That, as you justly remark, is an easy one in practice, but the theory, at any rate, is not so out and dried.) Topping his first drive into the rough at Wallasey, Mr. Craigie found his ball at the front door of a wasp's nest. And an indignant soviet of these merry little hymenoptera, whose numbers were being augmented every moment, was dealing with the emergency on the spot.

Criticising Mr. Craigie's procedure, Harry Vardon declared subsequently that he thought that the player was wrong to go back to the tee. Mr. Craigie, however, felt that it was the very rightest thing he had ever done in his life.

(Continued on next column).



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A CRICKET AT THE TELEPHONE.

MATE ANSWERS LOVE CHIRRP.

That the note of a cricket is really a language and not a mere cry, a conversational effort rather than an exclamation, has been demonstrated in some most curious telephone experiments made by Dr. W. Köhler, president of the Psychological Institute of Berlin. Crickets stridulate (chirrup) by rubbing their wing-cases with their ridged forelegs. This produces a note on the same principle as that made by a boy who runs a hoopstick along a row of palings, only it is immensely higher in pitch.

A female cricket was placed near a telephone receiver during the test and the line was put "through" to another instrument, where her mate was crawling about. When the female called, the telephone diaphragm "picked up" the sound with sufficient truth to attract the attention of the male. He answered the telephone by rushing to the receiver, which was lying on a desk. It was not turned in his direction, and nothing was done which might have drawn his attention to it. Other sounds of lower tones—such as human speech—left him cold.

THE LOST BALL.

Other fauna than the impetuous caddy, do that young man the justice of remembering, have a certain fondness for the strayed golf ball.

A couple of balls were found in the stomach of a bullock killed recently at the Blackburn abattoirs. A roving crowd will often fly off with a ball, but four times during the singles matches between Surbiton and Raynes Park, on the latter links, one Saturday afternoon last October, a regular raiding party of crows swept down and perpetrated this crime. If the bird world had sunk to the vindictiveness of man's warfare, their demonstration might well have been a reprisal for an amazing incident, a month previously, on the Curzon Park Course at Chester, when a ball hit by the club professional killed two water wagtails, cutting one clean in two!

THE WET FLAG.

In America, last spring, a ball fell into the flag, which was wet and had blown into a tangle on the green. The Rules of Golf Committee gave a decision on such a case, for future reference. The ball should be lifted out of the flag and dropped as near as possible (into the hole then, they'll be saying up in Aberdeen!). No penalty is incurred except when, in medal play, the ball was played from within 20 yards; then it is two strokes.

Two forgotten what happened up in Scotland, on the Duddingston, Midlothian, course, on that memorable spring day when a ball became embedded in the thick wool on the back of a sheep. The sheep was chased—that much I do recollect; but whether the victim managed to drive it almost to the green or whether his rival succeeded, while appearing to be helpful, in chivvying it back to the tee, has slipped my memory.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "ACAPENOR" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 2nd June. Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon, within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 8th June, will be subject to Rent. All Claims against the Steamer must be presented to the Underwriter on or before the 2nd June, or they will not be recognized. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. Hongkong, 2nd June, 1926. [3639]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "PREMIUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 31st May. Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon, within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 6th June, will be subject to Rent. All Claims against the Steamer must be presented to the Underwriter on or before the 20th June, or they will not be recognized. No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. Hongkong, 31st May, 1926. [3633]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel "GLENARA" having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained. Goods not to be subject to Rent. All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on 7th June, 1926, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., Agents. Hongkong, 1st June, 1926. [3635]

THE BEN LINE STEAMERS, LTD.

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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June, 1926, will be subject to Rent. All Claims against the Steamer must be presented to the Underwriter on or before the 18th June, 1926, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 4th June, 1926, at 10 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents. Hongkong, 28th May, 1926. [3617]

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FROM BOMBAY, COLOMBO AND
STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed at Holt's Wharf, Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed. This vessel brings on Cargo from Persian Gulf ex B.S.N. and B. & P.S.N. Co.'s Steamers. Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors Messrs. Goddard & Douglas at 10 a.m. on Mondays and Thursdays, within the Free Storage period. All Claims against the Steamer must be presented to the Underwriter on or before 20th June, 1926, or they will not be recognized. No Claims will be admitted after the Goods have left the Godown. MACKINNON, MACKENZIE & Co., Agents. Hongkong, 31st May, 1926. [3629]

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM
NAVIGATION CO.'S STEAMER
"PADUA"

ARRIVED HONGKONG ON 1st JUNE, 1926.

FROM ANTWERP, LONDON, GIBRALTAR,
MARSEILLES, MALTA, PORT SAID,
ADEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed at Holt's Wharf, Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed. Optional Goods will be landed here unless Instructions have been given to the contrary Six hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival will be subject to Rent. No Fire Insurance will be effected by us in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Mondays and Thursdays, within the Free Storage period. All Claims against the Steamer must be presented to the Underwriter on or before 21st June, 1926, or they will not be recognized. No Claims will be admitted after the Goods have left the Godown. MACKINNON, MACKENZIE & Co., Agents. Hongkong, 1st June, 1926. [3636]

NOTICE TO CONSIGNEES.

S.S. "ALDEBARAN" (1).

CARGO per the above Steamer from AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN, GENOA and ANTWERP having arrived by the S.S. "PREMIUS" and Consignees are hereby notified that all Goods are being landed at their risk into the Godowns of Holt's Wharf, whence Delivery may be obtained. Goods not to be cleared by the 7th of June, 1926, will be subject to Rent. All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined on the 1st June, 1926, at 10 a.m., by Messrs. Goddard and Douglas. Claims against the Steamer must be presented in writing within ten days after arrival of the Steamer, otherwise they will not be recognized. No Fire Insurance will be effected by the Underwriter in any case whatever. Delivery Order on Messrs. Butterfield & Swire will be issued on surrender of Original H.O.A.L. B/Lading. JAYA-CHINA-JAPAN LINE, Hongkong Branch. Hongkong, 29th May, 1926. [3631]



OF all accidents—burns and scalds demand most urgent and proper attention. For your own safety then use Zam-Buk. Nothing else is so soothing or so certain to prevent suppuration and blood-poison. After the raw damaged flesh has been carefully cleaned, apply Zam-Buk liberally on strips of lint or clean cotton. Then lightly bandage, to protect against inflammatory pus-like infections. Zam-Buk is a pure concentrated herbal balm unrivalled for its power to soothe pain, dispel poison and disease and grow healthy new skin. For cuts, wounds, sores and skin eruptions, etc., Zam-Buk is a necessity in every home.

Zam-Buk
All chemists.

SCOTTISH SPORT.

CLOSE OF SOCCER SEASON.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, April 28th.
One or two minor games are still to be played, but the League has finished its card, and the official Association season is closed. The play for the last week or two has been tame, and on the closing day the only match of any importance merely dealt with the fate of two clubs at the bottom of the table. Celtic, as has been evident for some time, are easily Champions, and carry away the coveted "Plate." The Airdrieonians, and Heart of Midlothian finished equal with 50 points each as runners-up but the former are entitled to the place on a superior goal average. Queen's Park amateurs defeated Raith Rovers at Kirkcaldy after a strenuous fight, and this meant that the Rovers must accompany Clydebank to the Second Division next season. Had the Rovers been successful, St. Johnstone, Perth, would have gone down. The week's results:—

Partick Thistle, 1; Heart of Mid., 4.
Kilmarnock, 2; Hibernians, 1.
Celtic, 6; Dundee United, 2.
Dundee, 4; Cowdenbeath, 3.
Falkirk, 2; Clydebank, 2.
Morton, 3; Airdrieonians, 2.
Raith Rovers, ex Queen's Park, 2.
Rangers, 2; Hamilton Academical, 0.
St. Mirren, 3; Aberdeen, 0.

COMPLETED LEAGUE TABLE.

	W.	L.	D.	Pts.
Celtic	25	5	8	53
Airdrieonians	23	11	4	50
Heart of Midlothian	21	9	8	50
St. Mirren	20	11	7	47
Motherwell	19	11	8	48
Rangers	19	13	6	44
Cowdenbeath	19	14	6	42
Falkirk	17	14	7	41
Kilmarnock	14	15	9	37
Dundee	13	15	10	36
Aberdeen	13	16	9	35
Hamilton Academical	13	16	9	35
Queen's Park	15	19	4	34
Partick Thistle	10	15	13	33
Morton	12	19	7	31
Hibernians	12	20	6	30
Dundee United	11	21	6	28
St. Johnstone	9	19	10	28
Raith Rovers	11	23	4	26
Clydebank	7	23	8	22

BORDER RUGBY.

Hawick and Kelso tied for the Championship of the Border Rugby League, and in a deciding game Hawick carried off the Cup.

The Jeddore Challenge Cup for Rugby sevens was gained by Kelso, after a grand fight with Heriot's in the final.

CRICKET SEASON OPENS.

Though it will be another week before the majority of clubs make a start, a good programme of games was carried through in Scotland. Bateman had a rather lean time but there was an exception. John Kerr contributed an almost flawless 101 not out for Greenock against Cartha. Another Scottish Internationalist, R. W. Sierrwright, Arbroath, the veteran slow bowler, accomplished the rare feat in his club's match with St. Andrew's University of taking all ten wickets in one innings. Principal results:—
Polce, 67; West, 69.
Glas. Acad., 68; Clydesdale, 29.
Drumpeffer, 96; Glas. University, 38.
Greenock, 170 closed; Cartha, 124 for 8.
Ferguslie, 85 closed; Stenhousemuir, 49 for 8.
Stewart, F.P., 117 closed; Clockman, 88 for 9.
Brunswick, 65; Carlton, 122 for 7.
Arbroath, 95; St. Andrew's Univ., 78.

GOLF.

We know a man so disheartened about his golf that he has been looking for a note of his performances in a sporting column headed "The Turf."

THE FORGETFUL CRIMINAL.

NOT RESPONSIBLE FOR ACTS.

HUMAN PUZZLE.

Described as a man of high intelligence and a linguist, Lawrence Hallam, 35, merchant, who was charged at London Sessions with obtaining money and goods by fraud, proved an enigma to judge and jury.

His counsel pleaded that the man suffered from loss of memory, which made him irresponsible for his acts. Dr. Watson, medical officer of Brixton Prison, told a remarkable story. Many years' experience, he said, had enabled him to discover when prisoners were pretending to suffer from loss of memory, but he had watched and tested Hallam closely since March 19th and had never "caught him out."

At times the man, who had been the victim of loss of memory for 16 years, was oblivious of his surroundings. He did not even remember his marriage. ABNORMAL CONDITION.

Dr. Watson believed he was perfectly sane, however, though, owing to his abnormal mental condition, irresponsible at the time he committed criminal offences. A detective who had inquired into Hallam's history and antecedents, said there was insanity in the family. Hallam's father had suffered from loss of memory, and his uncle died in an asylum.

During the war Hallam was interned in Germany for four years, and when he returned to Great Britain he was a physical wreck. "GUILTY, BUT INSANE."

At the beginning of this year he was found wandering in Hyde Park, and told a police officer that he had lost his memory. He was sent to St. Stephen's Hospital, where the doctors were of the opinion that he was completely lost as regards himself.

Guilty, but insane, was the verdict of the jury, and Sir Robert Wallace said the only sentence he could pass was that Hallam should be detained until the King's pleasure is known. He added that as the man is now sane his friends should act promptly with regard to his release.

REDUCTION OF ARMAMENTS.

SIR F. SYKES' PLAN TO STOP WAR.

"A future war is inevitable if armaments are piled up nation against nation, and, though of small beginnings, will spread to world dimensions, effect unexampled misery, and probably destroy the civilised world."

That is the opinion of Major-General Sir Frederick Sykes, M.P., formerly Chief of the Air Staff and later Controller-General of Civil Aviation, expressed in an article on "Reduction of Armaments, Economy, and Imperial Defence," contributed to the April issue of *The Army Quarterly*.

Sir Frederick's summarised conclusions are as follows:—

That the Locarno Treaties involve certain risks and can only be satisfactorily sealed by an international reduction of armaments.

That the recent trend of our foreign policy weakens the links in Imperial foreign policy and that it is necessary to unify it and to set up a standing machinery for its maintenance. That this must be accompanied by a unification of Imperial defence policy. That Imperial duty in foreign policy would be assisted and unity in defence secured, by a supreme defence staff with executive powers, acting directly under the Prime Minister. Its concrete objective must be the consolidation and combination of the three arms of Imperial defence; ensuring Imperial security with minima forces and at the lowest possible cost.

That, to this end, the supreme staff would prepare draft plans in regard to the three arms on a reduced basis as a lead for reciprocal international action.

VESSELS EXPECTED.

Changte (Australian-Oriental Line), due June 14th.
Empress of Asia (C.P.R.), due June 14th.

VESSELS IN DOCK.

The following vessels are in Dock:—
Kowloon Dock:—*Pasani*, *City of Salina*, *Bury*.
Taikoo Dock:—*Kinshan*, *Anking*, *Senny*, *Bee*.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 2nd.

	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.91	29.92	29.92
Temperature	75	69	68
Humidity	59	85	81
Wind Direction	E	E	ENE
Force	4	4	4
Weather	O	O	OP
Rain	0.00	0.00	0.28

Highest open-air Temperature on 1st ... 77
Lowest open-air Temperature on 2nd ... 68

HONGKONG TIDE TABLE.

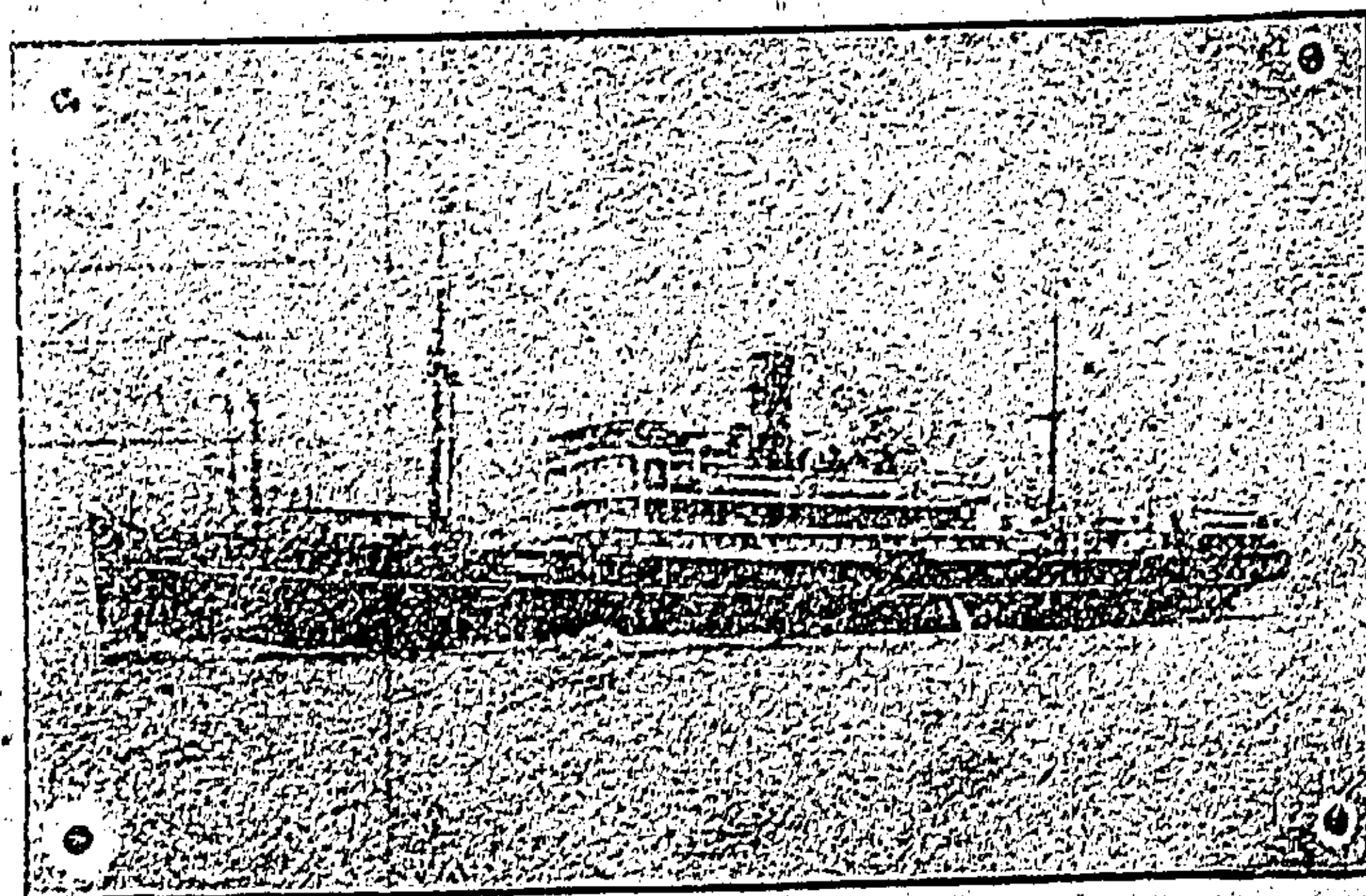
from June 3rd to 9th, 1926.

Days of Week	Day of Month	High Water		Low Water	
		H'kong Standard Time	Height	H'kong Standard Time	Height
Thurs.	3	h. m.	ft. in.	h. m.	ft. in.
		4 40	4 3	7 29	4 0
Fri.	4	5 31	6 0	10 16	1 2
		4 14	6 6	9 45	3 9
Satur.	5	6 12	5 0	11 14	3 4
		5 36	5 3		
Sun.	6	6 48	5 4	0 4	1 7
		6 49	5 3	0 54	2 7
Mon.	7	7 18	5 3	0 46	2 0
		7 14	4 9	1 43	2 0
Tues.	8	7 49	4 4	1 21	2 3
		8 56	4 6	9 34	1 3
Wed.	9	8 16	6 7	1 57	2 6
		9 55	4 5	3 17	0 0

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Fit in the morning
Fresh all day

"The results of diminished nerve-force comprise headache, loss of sleep, indigestion, easily induced fatigue, disinclination for bodily or mental exertion, loss of memory and a lack of vigour in all physical functions. To overcome these conditions science has produced Sanatogen. The gain through its aid is permanent; it builds up, fortifies and strengthens because it is a real cell food."

These are the words of Dr. CLAUDE L. WHEELER, the well-known scientist. They prove what Sanatogen will do for you. And remember that Dr. WHEELER is only one of 24,000 physicians who tried Sanatogen and wrote to the makers about the splendid results obtained.

A tonic, the value of which has been proved so often and so clearly, is surely worth while trying.

Start taking Sanatogen to-day and see how it will revitalize you, how it will overcome that debility and listlessness, how it will give you sound sleep at night and healthy energy in the day.

At all chemists
SANATOGEN
The True Tonic-Food.

SUNRISE AND SUNSET IN HONGKONG.

FOR JUNE, 1926.

(STANDARD TIME OF THE 120TH MERIDIAN, EAST OF GREENWICH).

Date	Sunrise	Sunset
June 3rd	5.39 a.m.	7.04 p.m.
" 4th	5.38	7.04
" 5th	5.38	7.05
" 6th	5.38	7.05
" 7th	5.38	7.06
" 8th	5.38	7.06
" 9th	5.38	7.06
" 10th	5.38	7.07
" 11th	5.38	7.07
" 12th	5.38	7.07
" 13th	5.38	7.08
" 14th	5.38	7.08
" 15th	5.38	7.08
" 16th	5.38	7.08
" 17th	5.38	7.09
" 18th	5.38	7.09
" 19th	5.39	7.10
" 20th	5.39	7.10
" 21st	5.39	7.10
" 22nd	5.39	7.10
" 23rd	5.40	7.10
" 24th	5.40	7.11
" 25th	5.40	7.11
" 26th	5.40	7.11
" 27th	5.41	7.11
" 28th	5.41	7.11
" 29th	5.41	7.11
" 30th	5.41	7.11

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SHIPPING NEWS.

ARRIVALS.

June 1st.
Halvard, British str., 1,917 tons, Capt. C. W. Shearer, from Saigon, which port she left on May 27th, with rice and general cargo, lying at buoy No. C39.—W. Fat Shing.

Sekkeno, Japanese str., 2,004 tons, Capt. Hachiro Owa, from Kailung and Formosa, with glass ware and general cargo, lying at buoy No. B1.—O.S.K.

Shantung, British str., 1,538 tons, Capt. R. Robertson, from Shanghai, which port she left on May 29th, with a general cargo, lying at buoy No. B0.—B. & S.

Sui Yik, Chinese str., 178 tons, Capt. Lo Shan, from Sha U Chung, with a cargo of fruits, lying at Luen Cheong Wharf.—Hook Hoi S.S. Co.

ARRIVALS.

June 2nd.
Agapenor, British str., 4,780 tons, Capt. J. Ramsay, from Swansea, which port she left on April 28th, with a general cargo, lying at Holt's Wharf.—B. & S.

Borneo, British str., 1,997 tons, Capt. J. H. van den Berg, from Haiphong, with a general cargo, lying at buoy No. C36.—Shun Tai S.S. Co.

Empress of Australia, British str., 12,292 tons, from Vancouver and Shanghai, the latter port she left on May 30th, with a general cargo, lying at Kowloon Wharf.—C.P.R.

Glenfalloch, British str., 1,434 tons, Capt. J. G. Connor, from Penang and Hoilow, with a general cargo, lying at buoy No. A22.—Sang, Soon Hong.

Huan Huan, Japanese str., 1,333 tons, Capt. H. Kiyama, from Keelung and Swatow, with a general cargo, lying at Stockton Wharf.—O.S.K.

Szechuan, British str., 1,594 tons, Capt. J. H. Shearer, from Shanghai and Amoy, with a general cargo, lying at buoy No. B12.—B. & S.

Tak Hing, Chinese str., 165 tons, Capt. Lo Shui, from Nam Tau, with a cargo of vegetables, lying at Luen Cheong Wharf.—Hook Hoi S.S. Co.

Tamba Maru, Japanese str., 2,570 tons, Capt. Hideshima, from Singapore, which port she left on May 27th, with a general cargo, lying at buoy No. A3.—N.Y.K.

Tenn, British str., 1,351 tons, Capt. E. H. Histed, from Bangkok, which port she left on May 25th, with a general cargo, lying at buoy No. C15.—B. & S.

Tjinalak, Dutch str., 3,043 tons, Capt. D. Pals, from Dairen and Amoy, with a cargo of bricks, from Stonecutters.—J.C.I.L.

Yat-hing, British str., 1,434 tons, Capt. J. Stewart Masson, from Tsingtau and Foochow, with a general cargo, lying at West Point Wharf.—Jardine, Matheson & Co.

CLEARANCES.

June 2nd.
Agapenor, for Shanghai.

Bakuyo Maru, for Moji.

Carnarvonshire, for Singapore.

Glenfalloch, for Amoy.

Hydranga, for Kwang Chow Wan.

Sekkeno, for Saigon.

Sui Yik, for Sha U Chung.

Tamba Maru, for Shanghai.

Taming, for Hoilow.

Tak Hing, for Haiphong.

Tenyo Maru, for Shanghai.

Tjinalak, for Macassar.

Tonkin, for Haiphong.

PASSENGERS.

Per s.s. Empress of Australia, on June 2nd, from Vancouver via ports: Mr. J. G. McDonald, Mr. U. Spalinger, Mr. E. Stone, Mr. E. Bailliford, Mrs. M. Burdett, Mr. and Mrs. L. Butt, Mr. P. A. Cox, Miss L. Ellis, Mrs. Guthrie, Mr. S. B. Hooper, Mr. C. E. Koeber, Mr. B. C. Law, Mr. E. A. Lee, Mrs. J. McCormack, Miss G. McCormack, Mr. B. M. Smith, Mr. E. C. Wood, Mrs. O. F. Ball, Mrs. M. J. Gerry.

ARRIVALS.

Per s.s. Antenor, for London via Singapore and Marseilles, on June 2nd: Mr. and Mrs. G. H. Stitt, Mr. W. J. Hinton, Mrs. Leonard Yates, Mr. Dale W. Maher, Mr. Lai Weng Cheong, Mrs. A. Ogilvie, Miss P. Ogilvie, Mrs. J. V. O. Davis, Miss R. Davis, Mr. and Mrs. O. H. Blackburn, Mr. and Mrs. H. Bailey, Miss Bailey, Master Bailey, Mrs. A. Cumming, Mr. and Mrs. F. Forshaw, Misses Forshaw (4), Master Bishop Trollope, Rev. Charles Hunt, Miss F. J. Harris, Mr. and Mrs. J. W. Humphries, Master Humphries, Mrs. C. A. Linde, Miss A. M. Manning, Mr. W. A. Rose, and Mrs. W. Robbins.

SHIPPING NOTES.

At the Marine Court yesterday, before Lieut. Commander G. F. Hole, B.N., the master and mistress of passenger boats were fined £5, or five days' hard labour in default, for mooring their boats in a manner to cause obstruction to the Hongkong and Kowloon Ferry wharf. Two mistresses and one master of passenger boats were also fined the same amount for causing obstruction at the Hongkong and Kowloon Ferry wharf. At the same Court, the master of a passenger of ten days' hard labour, for breach of his passenger boat licence, by carrying cargo other than passengers' luggage.

The master of the s.s. Glenfalloch (British) from Penang and Hoilow, reported to the Harbour Office yesterday that during the voyage to Hongkong one Chinese deportee from Singapore to Canton died from old age; while another deportee from Singapore to Hongkong was found to be missing.

(Continued at foot of next column.)

HONGKONG SHIPPING.

Yesterday's shipping statement showed a falling off in the total freight entered, there being a decrease of 34,370 tons recorded, compared with the figures of the previous day. Cargo for Hongkong, however, showed an increase of 453 tons, but that for other ports had diminished by 34,823 tons.

The number of vessels in the harbour at 9 a.m. yesterday was 53, of which 30 were British. The arrivals for the previous twenty-four hours numbered eleven, viz.—six British, one Italian, one Dutch, one Japanese and two Chinese. The departures over the same period came to thirteen, viz.—one British and one American for Manila, one Chinese for Haiphong, one British for Amoy, one British for Hongkong, one Chinese for Sha U Chung, one British for Haiphong, one Japanese and one British for Shanghai, one British for Batavia and one Chinese for Kwang Chow Wan. Clearances numbered six, viz.—one British for Shanghai, one Japanese for Saigon, one Japanese for Takao, one British for Singapore, one Dutch and one Japanese for Swatow.

CARGO ENTERED.

(During the 24 hours ended at a.m. yesterday.)

For Hongkong 10,068 tons.
For ports beyond 6,356 ..
Total 16,424 ..

(During the previous 24 hours ended at 9 a.m. on Tuesday.)

For Hongkong 10,511 tons.
For ports beyond 4,181 ..
Total 14,692 ..

Of the cargo entered for Hongkong, 10,521 tons were in British bottoms, of which the heaviest entry was 5,841 tons and 2,900 tons of rice and general cargo. Of the remaining 445 tons in other vessels, the biggest entry was 425 tons. Of the cargo for ports beyond, only one entry was by a British vessel, 800 tons.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—

Borneo (British) from Haiphong with 1,210 tons of general cargo and mail;

Shantung (British) from Tsingtau and Shanghai with 572 tons of general cargo and mail;

Pailou (British) from London and Singapore with 5,841 tons of general cargo, mail and 800 tons for ports beyond;

Hai Ning (British) from Foochow and Amoy with 500 tons of general cargo and mail;

Halvard (British) from Saigon with 2,500 tons of general cargo and rice and mail;

Yat Shing (British) from Tsingtau and Foochow with 700 tons of general cargo and mail;

Viminalo (Italian) from Yokohama and Whampoa with a nil entry for Hongkong, but 1,781 tons for ports beyond;

Van Cloon (Dutch) from Belawan Deli and Singapore with 428 tons of general cargo and 2,502 tons for ports beyond;

Sekkeno (Japanese) from Yokohama and Keelung with 16 tons of general cargo, and 2,073 tons of cement, porcelain ware, etc., for ports beyond;

Tak Hing (Chinese) from Nam Tau with 100 piculs of vegetables and 12 of fish;

Sui Yik (Chinese) from Sha U Chung with six piculs of fruit.

Later arrivals yesterday, too late for inclusion in the above returns, were as under:—

Tjinalak (Dutch) from Dairen and Amoy with 870 tons of empty drums, 668 tons of general cargo, mail and 6,058 tons for ports beyond;

Tjiboda (Dutch) from Batavia and Manila with 1,080 tons of sugar, hemp, etc., mail and 7,368 tons of similar cargo for ports beyond;

Huan Maru (Japanese) from Keelung and Swatow with 503 tons of general cargo, mail and 143 tons for ports beyond;

Tamba Maru (Japanese) from Bombay and Singapore with 50 tons of general cargo, mail and 5,008 tons for ports beyond;

Tenn (British) from Bangkok and Koh Si Chang with 1,600 tons of general cargo;

Glenfalloch (British) from Penang and Hoilow with 400 tons of general cargo and 150 tons for ports beyond;

Szechuan (British) from Shanghai and Amoy with 1,350 tons of general cargo and mail;

Agapenor (British) from Bremen and Singapore with 700 tons of cement, etc., mail and 6,000 tons of general cargo for ports beyond;

Empress of Australia (British) from Vancouver and Shanghai with general cargo and mail.

SHIPPING MOVEMENTS.

The P. & O. Co.'s s.s. Mirsapore left Shanghai for Hongkong on June 1st at 5 p.m., and is due here on the 5th at about 7 a.m.

The Master of the s.s. Agapenor (British) from Bremen and Singapore, reported to the Harbour Office yesterday that there were two cases of tuberculosis on board.

The total number of the deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 2,132, of which the s.s. Van Cloon (Dutch) carried 1,842 from Belawan Deli and Singapore.

CANADIAN PACIFIC

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17 Days from Hongkong to Vancouver.

LARGEST AND FASTEST STEAMSHIPS.

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£120 £112 £93

VICTORIA AND VANCOUVER

via SHANGHAI and JAPAN PORTS.

STRAITS	Hong.	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF RUSSIA	May 28	May 31	June 3	June 5	June 14
EMPRESS OF AUSTRALIA	June 11	June 14	June 16	June 18	June 30
EMPRESS OF CANADA	June 24	June 27	June 29	July 1	July 12
EMPRESS OF RUSSIA	July 7	July 10	July 12	July 14	July 25
EMPRESS OF AUSTRALIA	July 20	July 23	July 25	July 27	Aug. 8
EMPRESS OF CANADA	Aug. 3	Aug. 6	Aug. 8	Aug. 10	Aug. 21
EMPRESS OF RUSSIA	Aug. 16	Aug. 19	Aug. 21	Aug. 23	Sept. 4
EMPRESS OF AUSTRALIA	Sept. 29	Sept. 31	Oct. 3	Oct. 5	Oct. 16
EMPRESS OF CANADA	Oct. 11	Oct. 14	Oct. 16	Oct. 18	Oct. 29
EMPRESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 29	Oct. 31	Nov. 11
EMPRESS OF AUSTRALIA	Nov. 6	Nov. 9	Nov. 11	Nov. 13	Nov. 24
EMPRESS OF CANADA	Nov. 19	Nov. 22	Nov. 24	Nov. 26	Dec. 7

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
June 16	June 19	June 19	June 21
June 30	July 2	July 3	July 5

Passenger Department: Tel. C. 752. Cables: GAOANPAO.
Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATIONS.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU	Thursday, 3rd June, at Noon
*KORRA MARU	Tuesday, 15th June, at Noon
SHINYO MARU	Tuesday, 29th June, at Noon
*SIDERIA MARU	Tuesday, 13th July, at Noon

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

BOKUYO MARU	Friday, 4th June, at Noon
BAKUYO MARU	Saturday, 17th July, at Noon

MARSILLES, LONDON & ANTWERP via Singapore & Ports.

KAMO MARU	Saturday, 5th June
KATORI MARU	Saturday, 19th June
ATSUTA MARU	Saturday, 3rd July
KASHIMA MARU	Saturday, 17th July

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU	Wednesday, 23rd June, at 11 a.m.
AKI MARU	Wednesday, 21st July, at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TAKAOKA MARU	Tuesday, 8th June
TOYAMA MARU	Sunday, 20th June

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Alagoas Bay.

KAWACHI MARU	Wednesday, 7th July
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BOMBAY via Singapore, Penang & Colombo.

GENOA MARU	Friday, 4th June
SAGO MARU	Thursday, 10th June

CALCUTTA via Singapore, Penang & Rangoon.

PENANG MARU	Sunday, 20th June
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NAGASAKI, KOBE & YOKOHAMA.

AKI MARU	Saturday, 19th June
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SHANGHAI, KOBE & YOKOHAMA.

TAMBA MARU	Thursday, 3rd June
TOTTORI MARU	Saturday, 5th June
HAKEBE MARU	Monday, 14th June
HAKEATA MARU	Tuesday, 15th June

For further information, apply to: NIPPON YUSEN KAISHA.

Telephone Central Nos. 292 & 2424.



SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailing for S'hai and Japan.	Probable Sailings from Hongkong for Marseilles.
D'ARTAGNAN	—	—	8th June, 1926
ANGOR	—	—	22nd June, "
PORTOS	7th May, 1926	8th June, 1926	8th July, "
ANDRE LEBON	21st May, "	22nd June, "	20th July, "
PAUL LECAT	4th June, "	6th July, "	2nd Aug., "
GENERAL METZINGER	18th June, "	20th July, "	17th Aug., "
FONTAINEBLEAU	2nd July, "	3rd Aug., "	31st Aug., "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance.)
A Class (1st Class) 2 99 Od. Od. B Class (1st Class) 2 85 Od. Od.
Steamers 2nd " 2 70 Od. Od. SWANSEA 2nd " 2 61 Od. Od.
Through Tickets to London and Leaving Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).

s.s. "YALOU" from DUNKER, LONDON & HAVRE is due to arrive on the 21st June.
Sailings subject to alteration without notice.

For full Particulars, apply to: MESSAGERIES MARITIMES CO.
Telephone: Central 740. 3, Quai de Commerce.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAU via SHANGHAI	"YATSHING"	Friday, 4th June, at 7 a.m.
HAIPHONG	"CHAKSANG"	Friday, 4th June, at 10 a.m.
STRAITS & CALCUTTA	"KUMSANG"	Friday, 4th June, at 3 p.m.
HAIPHONG	"MINGSANG"	Wednesday, 9th June, at 10 a.m.
TSINGTAU via SHANGHAI	"FOOSHING"	Wednesday, 9th June, at Noon.
TIENTSIN	"CHEONGSHING"	Thursday, 10th June, at Noon.
STRAITS & CALCUTTA	"FOOKSANG"	Thursday, 10th June, at 5 p.m.
OSAKA via SHANGHAI	"KUTSANG"	Saturday, 12th June, at 7 a.m.
MOJI & KOBE	"HINSANG"	Tuesday, 15th June, at 2 p.m.
SANDAKAN	"KWONGSANG"	Wednesday, 16th June, at Noon.
TSINGTAU via SHANGHAI	"YUNESANG"	Friday, 18th June, at 7 a.m.
OSAKA via MOJI & KOBE	"YUNESANG"	Friday, 18th June, at 7 a.m.
STRAITS & CALCUTTA	"NAMSANG"	Saturday, 19th June, at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,

GENERAL MANAGERS.

Telephone: Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong.	Vessel	Discharges	Leaves Hongkong.
"CARNARVONSHIRE"	12th June.	"GLENSANDA"	—	30th June
"GLENSHIRE"	19th "	"CARNARVONSHIRE"	—	23rd July
"PEMBROKESHIRE"	11th July.	"CARNARVONSHIRE"	—	23rd July
"GLENIFFER"	2nd "	"PEMBROKESHIRE"	—	25th Aug.
"GLENOGLE"	5th Aug.	"PEMBROKESHIRE"	—	25th Aug.

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.,

THE GLEN LINE, LTD., AGENTS.

Telephones: Central No. 215 sub-ex. 23, and Central 3696.

AMERICAN ORIENTAL MAIL LINE

Operated for UNITED STATES SHIPPING BOARD
ADMIRAL ORIENTAL LINE, Managing Operators.

FREIGHT AND PASSENGERS.

THE NEW FAST AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE

SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT JACKSON" ... June 9th.
"PRESIDENT MCKINLEY" ... June 21st.

TO EUROPE—£120—£112—£110

FOR MANILA

"PRESIDENT MCKINLEY" ... June 13th.
"PRESIDENT JEFFERSON" ... June 25th.

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass and Second Class on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

Through Bills of Lading to all United States and Canadian Overland Ports. Also via Panama Canal Lines to Atlantic Ports.

Copies of this paper are on file in our Office SEATTLE, CHICAGO, NEW YORK. For Freight and Freight Booking apply to ADMIRAL ORIENTAL LINE, Managing Operators for UNITED STATES SHIPPING BOARD, HONGKONG AND SHANGHAI BANK BUILDING.

Telephones: Central 2477, 2478 & 795

THE SWEDISH EAST ASIATIC COMPANY, LIMITED,

GOTHENBURG.

Regular Freight Service for

BARCELONA, VALENCIA, AMSTERDAM, HAMBURG,

COPENHAGEN, GOTHENBURG and Other

SCANDINAVIAN PORTS.

FOR SHANGHAI AND JAPAN PORT.

M.S. "FORMOSA" ... will leave on or about 21st June.</

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES,
NEW YORK, BOSTON & BALTIMORE
 AMERICAN & MANCHURIAN LINE
 (ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF SALISBURY" ... Via Suez Canal ... From Hongkong 18th June
 S.S. "COLORADO" ... Via Suez Canal ... From Hongkong 2nd July

BOSTON & NEW YORK
 AMERICAN & ORIENTAL LINE
 (ANDREW WILSON & Co., Ltd.)

Sailings from Hongkong
 M.V. "CEDARBANK" ... via Suez Canal ... End June

UNITED KINGDOM & CONTINENT
 "ELLERMAN" LINE
 (ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF GLASGOW" ... For Marseilles, London, Hamburg & Havre ...
 From Hongkong, 25th June

FARES TO LONDON "A" 1st Class £88. 2nd Class £60.
 "B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA
 ORIENTAL-AFRICAN LINE

STEAMER From Hongkong July/August

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown
 Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zambiar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE
 (ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
 Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD.

Tel. Cent. 4791

PRINCE LINE

IMPROVED SERVICE
 BY

FAST MOTOR VESSELS

TO

BOSTON

NEW YORK

PHILADELPHIA

M.V. "JAVANESE PRINCE" ... Leave Hongkong 6th June
 M.V. "ASIATIC PRINCE" ... 30th June
 M.V. "JAPANESE PRINCE" ... 3rd August

For Freight and Full Particulars, apply to—

FURNESS (FAB EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furnprince.

King's Building.

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HOLLAND EAST ASIA LINE
 of the United Netherlands
 Navigation Company.

Regular Four-weekly Service between
 Japan, Vladivostok, China, Hongkong, Manila, Singapore
 and
 Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and
 North Continental Ports

ARRIVALS FROM EUROPE:

S.S. "GEMMA" ... 28th June
 S.S. "ZOSMA" ... 28th July

SAILINGS FOR EUROPE:

S.S. "ALDERARAN" ... 13th June
 S.S. "OLDEKERK" ... 10th July

All Steamers have a Limited Accommodation for Passengers.
 For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN.

Telephone: Central No 1574

Agents, York Building.

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P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR
 STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
 NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,
 CONSTANTINOPLE, GREECE, LEVANTINE PORTS,
 EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
 (Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"MIRZAPUR"	6,713	5th June, Noon	Marseilles, London, Rotterdam & Antwerp.
"NAGPORE"	5,253	7th June, Noon	Singapore, Penang, Colombo & Bombay.
"KEYBER"	8,118	12th June, Noon	Marseilles, London & Antwerp.
"KIDDERPORE"	8,384	21st June	Singapore, Penang, Colombo & Bombay.
"KANTUA"	10,902	28th June	Marseilles and London.
"JEYPORE"	5,318	5th July	Singapore, Penang, Colombo & Bombay.
"KARMA"	9,128	10th July	Marseilles, London & Antwerp.
"PADNA"	8,907	15th July	Singapore, Penang, Colombo & Bombay.
"KASHMIR"	8,935	22nd July	Marseilles and London.
"RANPURA"	16,885	24th July	Marseilles, London & Antwerp.
"DELTA"	8,097	7th Aug.	Marseilles and London.
"MACEDONIA"	11,089	31st Aug.	Marseilles, London & Antwerp.
"KALYAN"	8,144	4th Sept.	Marseilles and London.
"MALWA"	10,902	18th Sept.	Marseilles, London & Antwerp.
"KASHGAR"	9,005	2nd Oct.	Marseilles and London.
"MOREA"	10,918	16th Oct.	Marseilles, London & Antwerp.
"KHYBER"	8,114	30th Oct.	Marseilles and London.
"KANTUA"	10,902	13th Nov.	Marseilles, London & Antwerp.
"KARMA"	9,128	27th Nov.	Marseilles and London.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship.	Tons.	From Hongkong (about)	Destination.
"TAKADA"	6,949	11th June	Singapore, Penang and Calcutta.
"SANTHA"	7,754	15th July	do.
"TILAWA"	10,005	12th July	do.
"TALAMBA"	8,013	19th July	do.
"SHIRALA"	7,841	22nd July	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

Steamship.	Tons.	From Hongkong (about)	Destination.
"ARAFURA"	6,800	23th June	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	30th July	do.
"TANDA"	6,958	27th August	do.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambagan, Tawao, Timor, Durwin, or other ports en route as indicated on the cards.

Frequent connections from Australia with the following:—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship.	Tons.	From Hongkong (about)	Destination.
"KARMA"	9,089	11th June	Shanghai and Kobe.
"ARAFURA"	6,800	13th June	Moji, Kobe and Yokohama.
"SANTHA"	7,754	15th June	Moji and Kobe.
"TILAWA"	10,006	22nd June	Shanghai, Moji and Kobe.
"KASHMIR"	8,985	28th June	Shanghai, Tientsin, Weihaiwei and Kobe.
"TALAMBA"	8,018	29th June	Kobe and Yokohama.
"SHIRALA"	7,841	1st July	Moji, Kobe and Yokohama.
"ST. ALBANS"	4,500	6th July	Moji, Kobe and Yokohama.
"KARMA"	9,089	8th July	Shanghai only.
"DELTA"	8,097	9th July	Shanghai, Moji, Kobe and Yokohama.
"MACEDONIA"	11,089	22nd July	Shanghai, Moji and Kobe.
"TANDA"	6,900	3rd Aug.	Moji, Kobe, Osaka and Yokohama.
"KALYAN"	8,144	5th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	18th Aug.	do.
"KASHGAR"	9,005	2nd Sept.	Moji, Kobe, Osaka and Yokohama.
"ARAFURA"	6,800	7th Sept.	Shanghai, Moji and Kobe.
"MOREA"	10,918	16th Sept.	do.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
 *Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
 All Cabins are fitted with Electric Fans free of charge.
 Steamers on London and Australia Lines are fitted with Laundries.
 Parcels measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
 For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.
 P. & O. Building, Connaught Road Central, HONGKONG.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

AMOY & FOOCHOW
 AND RETURN
 (Occupying 9 or 10 Days)

HAIRING ... Capt. W. C. Pasmore ... Thursday, 3rd June, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Parade Anchorage) and Return by the same Steamer by the "HAIKING," "HAIHONG" and "HAICHING" at the Reduced Rate of \$50.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Managers.

CHINA NAVIGATION CO.,

LIMITED.

HAIPHONG via HOIHOW	"TAMING"	On 3rd June, 10 a.m.
SHANGHAI	"SZECHUEN"	On 3rd June, 6 p.m.
BALIK PAPAN & JAVA	"TAIKOOOWANYI"	On 5th June, 10 a.m.
WEIHAUWEI, CHEFOO & TIENTSIN	"KUEICHOW"	On 12th June, 4 p.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 12th June, 6 p.m.
AMOY, SINGAPORE & BANGKOK	"KINGYUAN"	On 14th June, 6 a.m.
HAIPHONG	"TEAN"	On 14th June, 10 a.m.
AMOY & SHANGHAI	"SINKIANG"	On 14th June, 8 a.m.
SHANGHAI	"NEWCHOWANG"	On 14th June, 6 a.m.
SHANGHAI & TSINGTAO	"LINAN"	On 14th June, 6 a.m.
BANGKOK	"KWANTUNG"	On 14th June, 6 a.m.
SHANGHAI	"SUIYANG"	On 14th June, 8 a.m.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Telephone: CENTRAL 34.

Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

These New Vessels maintain a Regular Service from

HONGKONG TO AUSTRALIAN PORTS,
 VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
 EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong ON OR ABOUT	SAILING HENCE ON OR ABOUT
CHANGTE	14th June	18th June, Noon
TAIPING	13th July	17th July
CHANGTE	16th August	14th August
TAIPING	11th September	16th September

For Freight and Passage Apply to—**BUTTERFIELD & SWIRE,**
 Telephone: CENTRAL 36. Agents. [5]

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.
 S.S. "DACRE CASTLE" ... Sailing on or about 19th June

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR
 BRINDISI, VENICE AND TRIESTE (FUME).
 TAKING CARGO ON THROUGH BILLS OF LADING TO
 GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND
 DANUBE PORTS.
 REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE
 "A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

M.V. "ESQUILINO" ... From Hongkong.
 Sails about 8th June.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

M.V. "ESQUILINO" ... From Hongkong.
 Sails about 30th June.

NATAL LINE OF STEAMERS.

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" ... Sails from Calcutta about 2nd July via
 Rangoon and Colombo.

Regular Passenger and Cargo Service to South African Ports.
 Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

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BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE
 (ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "LYCADON"	... Via Suez Canal	4th June.
S.S. "CITY OF SALISBURY"	... Via Suez Canal	18th June.
S.S. "COLORADO"	... Via Suez Canal	2nd July.
S.S. "LAOMEDON"	... Via Suez Canal	16th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
 Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or **THE BANK LINE, LTD., HONGKONG.**
HONGKONG AND CANTON. **JARDINE, MATHESON & CO., LTD., CANTON.** [21]

POST OFFICE NOTICE.

GENERAL HOLIDAY.

On Thursday, 3rd inst., the G.P.O. will be open from 8 a.m. to 10.30 a.m. and the Branch Post Office from 8 a.m. to 9 a.m.
There will be one collection from the pillar-boxes and one delivery of ordinary correspondence as on Sundays, and also one delivery of registered correspondence at 9 a.m.
The Money Order Office will be entirely closed.

INWARD MAILS.

FROM	PER	DATE
CANADA, U.S.A., JAPAN & SHANGHAI	Emp. of Australia (Siberian)	3rd June
SHANGHAI	Tutori Maru	3rd June
EUROPE via "Neopaten Letters" (only)	Pres. Lincoln	4th June
London, 5th May	Pres. Lincoln	4th June
MANILA	Mitsubishi	4th June
SHANGHAI & EUROPE via SIBERIA	Kanamaru	4th June
SHANGHAI	Kanamaru	4th June
JAPAN & SHANGHAI	Pres. Garfield	5th June
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Garfield	5th June
JAPAN & SHANGHAI	Pres. Garfield	5th June
MANILA	Pres. Garfield	5th June
U.S.A., HONOLULU, JAPAN & SHANGHAI	Pres. Garfield	5th June
SHANGHAI	Pres. Garfield	5th June
U.S.A., CANADA, JAPAN & SHANGHAI	Pres. Garfield	5th June

OUTWARD MAILS.

FOR	PER	DATE
Haiti and Haiphong	Tanaka	Thursday, 3rd, 8.30 A.M.
Amoy and Fuzhou	Hai Ning	8.00 A.M.
Formosa	Tyiboda	9.00 A.M.
Java via Batavia	Tyiboda	9.00 A.M.
Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America & EUROPE via San Francisco—due San Francisco, 25th June	Tenyo Maru	Reg. 9.45 A.M. Letters 10.30 A.M.
Tourane and Quinhon	Pharong	Friday, 4th, 8.30 A.M.
Haiphong	Chakong	8.30 A.M.
Japan	Bokyo Maru	10.30 A.M.
Straits & Calcutta	Kunwang	Parcels Noon Letters 2.30 P.M.
Manila	Lycan	2.30 P.M.
Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America & EUROPE via San Francisco—due San Francisco, 30th June; & EUROPE via SIBERIA (letters & postcards specially super-scribed "Via Siberia" only)	Pres. Lincoln	Parcels Noon Letters 3.30 P.M.
Straits, Ceylon, India, Mauritius, E. & Africa, Egypt & EUROPE via Marseilles—due Marseilles, 10th July	Kanamaru	Reg. 1.45 P.M. Letters 2.30 P.M.
Wei Hai Wei	Kanamaru	2.30 P.M.
Shanghai	Kanamaru	4.30 P.M.
Amoy	Kanamaru	5.00 P.M.
Haiphong	Tanaka	Sunday, 6th, 8.30 A.M.
Swatow, Amoy and Formosa	Hosan Maru	9.00 A.M.
Straits	Nagoya	Monday, 7th, 10.30 A.M.
Manila	Pres. Garfield	5.00 P.M.
Amoy	Sinabuan	5.00 P.M.
Saigon, Ceylon, India, Mauritius, E. & Africa, Egypt & EUROPE via Marseilles—due Marseilles, 10th July	D'Aragnan	Tuesday, 8th, Reg. 12.45 P.M. Letters 1.30 P.M.
Haiphong	Mingang	Wednesday, 9th, 8.30 A.M.
Shanghai	Fooking	10.30 A.M.
Shanghai, Japan, Canada, U.S.A., C. & S. America & EUROPE via Victoria, B.C.—due Victoria, B.C., 25th June	Pres. Jackson	Parcels Noon Letters 2.45 P.M.
Straits and Calcutta	Fooking	Thursday, 10th, Parcels Noon Letters 1.00 P.M.

*Correspondence bearing vessel's name only.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital\$50,000,000
Issued and Fully Paid\$20,000,000
Reserve Funds:—
Sterling£4,500,000
Silver\$7,000,000
Reserve Liability of Proprietors\$20,000,000

HEAD OFFICE: HONGKONG.

Court of Directors:—
Hon. Mr. D. G. M. BERNARD, Chairman.
Hon. Mr. A. O. LANG, Deputy Chairman.
W. H. Bell, Esq., J. A. Plummer, Esq.,
A. H. Compton, Esq., T. G. Ward, Esq.,
W. L. Patterson, Esq., H. F. White, Esq.,
G. M. Young, Esq.,
Chief Manager:—
A. H. BARLOW, Esq.

BRANCHES:

Amoy, Hongkong, Penang, Singapore, Canton, Kowloon, Shanghai, Hankow, Peking, Tientsin, Harbin, Manchuria, etc.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and Sterling on terms which will be quoted on application.
Hongkong, 27th May, 1926. [25]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. BARLOW, Chief Manager.
Hongkong, 27th May, 1926. [2]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital£3,000,000
Reserve Fund£4,000,000
Reserve Liability of Proprietors£3,000,000

FOREIGN EXCHANGE and General Banking Business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Manager.

Hongkong, April 15th, 1926. [30]

BANQUE DE L'INDO-CHINE.

Head Office: 93, Boulevard Haussmann, Paris.
Subscribed Capital: Frs. 72,000,000.00
Paid-up Capital: Frs. 63,400,000.00
Reserve Fund: Frs. 59,667,283.54

BRANCHES:

Bangkok, Hanoi, Pondicherry, Batavia, Hongkong, Saigon, Canton, Shanghai, Tientsin, Hankow, Peking, Yunnan, etc.

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange Business transacted.
A. LECOT, Manager.
Hongkong, 20th March, 1924. [32]

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONGKONG.
10, Des Voeux Road Central.

AUTHORIZED CAPITAL: \$10,000,000.

PAID-UP CAPITAL: 5,000,000
RESERVE FUND: 1,200,000

BRANCHES AND AGENCIES:

Canton, Osaka, Haiphong, London, Seattle, Yokohama, Kobe, Nagasaki, Calcutta, New York, Tientsin, Saigon, Hankow, Manila, San Francisco, Peking, Bombay, Shanghai, Singapore, Paris, Penang, etc.

Correspondents in all principal cities of the world.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.
SAFE DEPOSIT BOXES To Let.
Kam Tong Po, Chief Manager.
Hongkong, 22nd May, 1926.

COMMERCIAL.

OPENING QUOTATIONS.

June 2nd, 1926.

On London—	Telegraphic Transfer	2 1/2
Bank Bills, on demand	2 1/2 13/16	
Bank Bills, at 30 days sight	—	
Bank Bills, at 4 months sight	—	
Credit, at 4 months sight	2 1/2 13/16	
Documentary Bills, months sight	2 1/2 13/16	
On Paris—	Bank Bills, on demand	1 1/2
Credit, 4 months sight	1 1/2	
On New York—	Bank Bills, on demand	5 1/2
Credit, at 90 days sight	5 1/2	
On Bombay—	Telegraphic Transfer	4 1/2
Bank Bills, on demand	—	
On Calcutta—	Telegraphic Transfer	4 1/2
Bank Bills, on demand	—	
On Shanghai—	Bank Bills, at sight	nom.
Private, 30 days sight	nom.	
On Yokohama—	On demand	10 1/2
On Manila—	On demand	10 1/2
On Singapore—	On demand	10 1/2
On Batavia—	On demand	10 1/2
On Hongkong—	On demand	nom.
On Saigon—	On demand	nom.
On Bangkok—	On demand	20 1/2
Sovereigns, bank's buying rate	85 1/2	
Gold Leaf, 100 dwt. per test	—	
Bar Silver, per oz.	30 1/16	

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital£3,000,000
Subscribed Capital£1,500,000
Paid-up Capital£1,050,000
Reserve Fund£1,350,000

BANKERS:

THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES: Bangkok, Batavia, Bombay, Calcutta, Colombo, Delhi, Madras, Hongkong, New York, Penang, Port Louis, (Mauritius), Rangoon, Shanghai, Singapore, Sourabaya.

HONGKONG BRANCHES:

Every description of Banking and Exchange Business transacted. Interest allowed on Current Accounts to 3 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.
C. L. C. SANDES, Manager.
7, Queen's Road Central, Hongkong, March 28th, 1926. [29]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

HEAD OFFICE:

74, rue St. Lazare, Paris.

CapitalFrs. 20,000,000
ReservesFrs. 11,160,000
Special Working CapitalFrs. 50,000,000

BRANCHES:

Paris, Lyons, Marseilles, Hongkong, Canton, Shanghai, Tientsin, Hankow, Peking, etc.

BANKERS:

France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays-Bas, etc.
London: Midland Bank, Ltd., New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.

Correspondents throughout the World.
A. ROLLIN, Manager.
Hongkong, 2nd December, 1925.

THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital SubscribedYen 45,000,000
Capital (Paid-up)Yen 39,375,000

HEAD OFFICE: TAIPEI, FORMOSA.

JAPAN: Tokyo, Yokohama, Kobe, Osaka.

FORMOSA: Tainan, Keelung, Makong, Nanto, Shingchi, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taio.

CHINA: Shanghai, Hankow, Amoy, Fookow, Swatow, Canton.

OTHERS: Hongkong, Singapore, Sourabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

LONDON BANKERS:

THE LONDON COUNTY WESTMINSTER AND PIRE'S BANK.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtau, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, etc.

Interest allowed on Current Accounts, and Fixed Deposits at Rates which will be quoted on application.

T. TAKAGI, Manager.
HONGKONG BRANCH, 3, Des Voeux Road, Central Hongkong, 11th May, 1926. [27]

TRADE MARK

Consider!

"CAPSTAN" ARE PROBABLY THE MOST POPULAR CIGARETTES IN THE WORLD ---NOT BECAUSE OF THE MODERATE PRICE---IN "CAPSTAN'S" ECONOMY & QUALITY ARE HAPPILY COMBINED.

Of course they're good, they're Capstan



The advertisement is based on the 1925-26 Census of China, (China 1926)

5-552

THE BLUE FUNNEL LINE
REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"EUMAEUS" 21st June, Mars, L'Or., B'dam. & Hamburg.
"PHEMIUS" 29th June, Mars, L'Or., B'dam. & Hamburg.
"DARDANUS" 13th July, Mars, L'Or., B'dam. & Hamburg.
"HECTOR" 28th July, Mars, L'Or., B'dam. & Glasgow.
*Calls at Casablanca.

LIVERPOOL SERVICE

"KEENUN" 12th June, Genoa, Mars, Havre, Liverpool & Glas.
"BELLEROPHON" 1st July, Genoa, Mars, Havre, Liverpool & Glas.
"TYDEUS" 20th July, Genoa, Mars, Havre, Liverpool & Glas.
"CANFA" 28th Aug. Genoa, Mars, Havre, Liverpool & Glas.

PACIFIC SERVICE

(via KOBE & YOKOHAMA)
"PROTESILAUS" 11th June, Victoria, Vancouver & Seattle.
"TALTHYBIUS" 23rd June, Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"LYCAON" 4th June, Boston, New York & Baltimore.
"LOAMEDON" 18th July, Boston, New York & Baltimore.

PASSENGER SERVICE

"ANTENOR" 2nd June, Singapore, Marseilles & London.
"TECROB" 29th July, Singapore, Marseilles & London.
"BARDON" 8th Sept. Singapore, Marseilles & London.
"PATROCLUS" 20th Oct. Singapore, Marseilles & London.
"ANTENOR" 17th Nov. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight and passage rates and information apply to—
Butterfield & Swire, Agents.

RUSSO-ASIATIC BANK.

Capital (Fully Paid)55,000,000
RESERVE FUND23,960,000
CAPITAL CONTRIBUTED BY THE CHINESE GOVT.3,500,000
RESERVE FUND1,750,000

HEAD OFFICE:

Paris: 9, Rue Boudreau.
LONDON OFFICE: 64, Old Broad Street, E.C. 2.

BANKERS:

LONDON: Messrs. Glyn, Mills, Currie & Co.; Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
PARIS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France; Banque de Paris et des Pays-Bas.

LYONS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
NEW YORK: The Irving Bank; Columbia Trust Company.
SAN FRANCISCO: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA:

Changchun, Harbin, Peking, Chifoo, Hongkong, Shanghai, Dairen, Kankiao, Tientsin, Hankow, Manchouli, Urumtschi, Newchwang, Yokohama.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.
Foreign Exchange on the Principal Cities of the World bought and sold.
L. BAINES, Manager.

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONGKONG. Established 1912.

AUTHORIZED CAPITAL£1,200,000
PAID UP CAPITAL£1,082,925
SILVER RESERVE FUND & 700,000
BRANCHES: CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.
CORRESPONDENTS in all Principal Cities of the World.

LONDON BANKERS: THE LLOYDS BANK, LIMITED.

Every description of banking business transacted.
Safe Deposit Boxes in various sizes to be let from \$5.00 to \$40.00 yearly.

LOOK POON SHAN, Chief Manager.

EQUITABLE EASTERN BANKING CORPORATION.

AN AMERICAN BANK.

CAPITAL AND SURPLUS U.S. \$3,000,000.00

HEAD OFFICE:

27, WALL STREET, NEW YORK.

BRANCHES: SHANGHAI.

General Banking and Exchange Business.

Interest Allowed on all Deposits. Rates on Application.

LONDON AND PARIS AGENTS: EQUITABLE TRUST Co. of N.Y.

38] D. M. BIGGAR, Manager.

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